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PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA JAPAN &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS

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Latest Advices.

PORTS.	OUTWARD.		HOMeward.
	From London	Arrived out.	Received this day.
JAPAN — Yokohama.....	Dec. 23.	Feb. 17	Feb. 20
Fedo.....	—	—	Feb. 19
Osaka and Hiogo.....	—	—	Feb. 16
Hakodadi.....	—	—	—
Nagasaki.....	—	—	—
CHINA — Peking.....	—	—	—
Tien-tsin.....	—	—	—
Chefoo.....	—	—	—
New-chwang.....	—	—	Feb. 19
Hankow.....	—	—	Feb. 21
Kin-kiang.....	—	—	—
Chin-kiang.....	—	—	—
Shanghai.....	Dec. 31	Feb. 21	Feb. 23
Ningpo.....	—	—	Feb. 20
Fonchow.....	—	—	—
Formosa.....	—	—	—
Amoy.....	—	—	—
Swatow.....	—	—	—
Hong Kong.....	Jan. 14	Feb. 28	March 2
Canton.....	—	—	March 1
Macao.....	—	—	March 1
PHILIPPINES —	—	—	—
Manila.....	—	—	March 2
CHIN-CHINA —	—	—	—
Batavia.....	Jan. 20	March 2	March 6
SIAM — Bangkok.....	—	—	—
BORNEO — Labuan.....	—	—	—
Sarawak.....	—	—	—
JAVA — Batavia.....	—	—	March 2
Samarang.....	—	—	—
Sourabaya.....	—	—	—
MALACCA STRAITS —	—	—	—
Singapore.....	Jan. 28	March 3	March 9
Penang.....	Jan. 28	March 1	March 6
CEYLON — Galle.....	—	—	March 7
Colombo.....	—	—	March 7

THE MAILS, &c.

The present inward mail was transferred to the P. and O. steamer *Nyanza*, owing to the accident to the *Imperatrice* in the Suez Canal. The *Nyanza* was detained some thirty hours at Alexandria for it, but reached Marseilles in good time nevertheless. Our despatches were delivered somewhat late in the day.

The next inward mail, due next Monday, should bring the following dates:—Yokohama, Feb. 27; Shanghai, March 2; Hong Kong, March 8; Singapore, March 16; Galle, March 24. Telegrams in advance of the succeeding mail (Hong Kong, March 22) were received on the 7th. Via Klachta, Shanghai telegrams to March 21 came in this morning. The British-Indian line continues to work well.

A Post-office notification has been issued, to the effect that mails for the French packets will in future be made up twelve hours (not twenty-four hours) later than hitherto—viz., on Friday morning, with a supplementary mail on Friday evening. This will commence with the outward mail of the present week.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer *Tanjore*, from Southampton, April 2.—To Yokohama: Mrs. Le Mare, Mrs. Vincent and two children, and one second-class passenger. To Shanghai: Two second-class passengers. To Hong Kong: Miss E. Smith. To Ceylon: Mr. V. R. Schleich, Mr. J. P. Green. To Akyab: Miss M. Ogilvie.

Per P. and O. steamer *Pera*, from Marseilles, April 10.—To Shanghai: Mr. G. Munro, Mr. J. M. Canny, Mr. William Davidson. To Hong Kong: Mr. J. C. Ridge, Capt. W. B. Andrews, Mr. and Mrs. G. Townsend, Mr. George Oliver, Mr. and Mrs. Scholefield. To Singapore: Mr. W. W. Willans, Dr. Robertson, Mr. W. H. Keasberry.

Per P. and O. steamer *Nyanza*, from Marseilles, April 17.—To Shanghai (via Bombay): Mr. Dent.

Per P. and O. steamer *Ripon*, from Southampton, April 16.—To Yokohama: Mr. B. Howie, Mrs. Morel.

Per P. and O. steamer *Delta*, from Marseilles, April 24.—To Hong Kong: Mr. E. Ward. To Singapore: Mr. J. Young. To Penang: Mr. J. Morrison, Mrs. Scott.

Per P. and O. steamer *Bangalore*, from Southampton, April 30.—To Ceylon: Mr. A. Young Adams.
Per P. and O. steamer *Tanjore*, from Marseilles, May 8.—To Ceylon: The Bishop of Colombo and Mrs. Simple.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Advices by the present mail are to the 20th February. The outward French mail of Dec. 23 was received Feb. 17. The excitement aroused by the *Oneida* case had apparently died out, and no new topic of interest had arisen to supply its place. The only items mentioned in the local papers are an amateur concert in aid of a fund for a church organ, and a subscription ball—the former a great success, the latter rather a failure.

Materials have reached Osaka for a tramway from that place to Tempusan, and a telegraph is to be erected between Kobe and Osaka. The *Hiogo News* says:—A rumour has been current amongst the Japanese for some time past that Chosiu intends to throw the port of Simoneseki open to foreign trade. We have made inquiries about its correctness, and can only find that the intention is not known to any of the people who should have a voice in the matter. That the rumour should gain credit even is a fact which shows that foreign trade is no longer looked upon with the feelings of dislike and dread which were current a few years ago; and in choosing Simoneseki as the port for the first experiment of voluntary admission of the world, Chosiu may be influenced by his experience in 1863.

TAKASIMA COAL MINE.

We (*Japan Weekly Mail*) have received from Nagasaki the following interesting account of the Takasima Coal mine, which promises to reward with rich fruits the untiring exertions bestowed on it by Mr. T. B. Glover. It was recently visited by H. B. M. Minister, Admiral Kellett, and some of the officers of the *Salamis*, and is an object of great curiosity and attraction to travellers in Japan. One of the galleries has been named after Sir Harry Parkes, and one is called the "Caïrd Gallery," in honour of a young lady who, accompanied by her brother on a tour round the world, recently visited Nagasaki and descended the mine.

The island is about five miles from the entrance of Nagasaki harbour, is exceedingly picturesque of itself, rising abruptly from the sea to the south, and sloping gradually towards the north, in several broken valleys and contorted hills. A steep conical island, some 400 yards from Takasima, marks the entrance to the harbour, where there is deep water close up to the rocks, and where, except only in gales from the N.W., the largest sized vessels can safely lie at anchor. A short breakwater will, however, soon remove the only inconvenience that ships could suffer in loading here during any time of the year. A roadway already leads from the mouth of the shaft to the shore, and on this the first railway in Japan is now actually working; the distance is but small certainly, and instead of a locomotive the only power employed is coolie labour; but the excitement of the latter in racing the coal trucks along the road is quite as great as the passage now of an express train through a Somersetshire village.

The coal strata of the island crop through the southern slope and dip to a gradual decline towards the north. For years the Japanese have been working from the southern end, following the coal in its dip through uneven and tortuous passages. During the past five years they have penetrated to a very considerable distance, the coal having been long the favourite of any found in the south of Japan, and even in spite of their great difficulties

they have found much profit from its working. Water has naturally been their greatest enemy, and during three months of the year it has been more than their system of water wheels could keep under. The labour also required to carry the coals from the extreme working has been excessive and has added largely to the cost of production, during those months of the year when the mine could be kept open.

Glover and Co.'s shaft, struck upon the opposite end of the island to the Japanese workings, reaches the first principal seam of coal (one of eight feet) at a depth of about 150 feet below the surface—the same seam at the southern extremity of the island coming through the hill-side at about the same height above the level of the sea. A further ten foot seam is known to be but a short distance below the one now opened, and will, ere long, also be opened; but meantime the present winnings show an unlimited supply of coals for at least ten years' hard working.

A report upon the seam of coal is attached, made by two practical miners who have just come out from England to take charge of the workings below ground.

The ventilation of the mine has been easy to attain, and is now most complete; a drive of some three hundred yards intercepts a gallery cut by the Japanese in our direction, and the result is a thorough draft of air right through the island. The same result could not even have been obtained so effectually had the ordinary plan of sinking another shaft been adopted, whereas the saving in expense has of course been immense.

A large party of visitors descended the shaft the other day, and, after an apparently interminable walk, first through the high galleries of the new workings, then sloping through the uneven passages of the old (which, having been made too broad, had allowed the floor and roof gradually to contract), emerged into daylight upon the opposite side of the island, a distance of about a mile.

At present the coal is brought up to the harbour of Nagasaki in native junks, but a great step will be made when permission is obtained for colliers to load down at the island, for assisting in which it is proposed to employ a suitable tug-boat. Application for the necessary permission has been made, but so far the local Government fail to see that it would be an advantage to them to encourage the mine to the utmost of their power, and even refuse permission for the construction of a coal jetty to the depot formed in Nagasaki. They fail to see, so far, that it is wealth to their country if the revenues of one of their princes is increased, and an addition to their Custom-house receipts if the consumption of a duty-paying article is encouraged.

CHINA.

NEWCHWANG.

A correspondent of the *Shanghai Evening Courier* writes as follows:—

Our weather is now very cold. On several occasions the thermometer has fallen three and four degrees below zero. The river became frozen from bank to bank on the early morning of the 6th inst., and so severe must the frost have been that by eight o'clock of the same evening the river was used as a highway by dozens of Chinamen.

It seems that greater damage was done by the heavy rains of last summer than was at first estimated. In several places there were considerable patches of millet completely destroyed from the rain rotting the roots, and in many of the northern districts of the province where this result did not take place our unusually early winter prevented the grain reaching maturity. Already the almost, if not altogether, invariable effect of such misfortunes is seen in small bands of mounted robbers traversing the country between two and three hundred le to the north of this port. These bands are generally not large, but occasionally several of them coalesce when they are in special need of supplies, for the purpose of attacking a large village or a small town. Their wants supplied, these bands again resume their former proportions, and wander about appropriating a horse or two here, and money, food, and clothing wherever they can be found. It seems strange that Imperial forces do not at once put down these vagrant bands, for as there is only a comparatively small proportion of people suffering from actual want, these bands are principally, if not altogether, made up of the very lowest of the poor—those who never work when they can eat without doing so.

It is very fortunate that with a poor harvest there are not also bad roads. If much snow had fallen the roads would have been soft, and in a country like this bad roads would have very materially added to the hardships of an indifferent harvest. The thoroughfares are not nearly so crowded with carts as they usually are at this season; some people think there will not be one half the amount of grain stored in the native hongs this year that there was last. The indifferent harvest will not, I think, account for this great reduction. Millet, peas, and all grains, are dearer than they were last year.

HANKOW.

From this port we hear that when the mail left the river had nearly reached its lowest winter level, being forty-five feet below highest flood mark, and so shallow as to prevent the larger river steamers

coming up to Hankow. Great gulfs and vacancies appear underneath the native houses all along the margin of the river, which from the city level appears to have sunk to a surprising depth, revealing the fragile supports upon which an important part of the city is built. This style of architecture, if indeed it deserves such a name, is surely as primitive as that of the post-diluvial inhabitants of the pile-built houses of the Swiss lakes. Present utility at the least possible cost seems to be the ruling idea; elaborate and costly measures, for the sake of public convenience or ornament, the people of themselves never combine to effect. Their guilds are but club-houses, and form no exception to the general lack of public spirit. A correspondent writes:—

"With the exception of a few frosty days, the weather up to February 10 has been mild and fine beyond precedent. Two or three days last week resembled summer days for warmth, the thermometer registering 84 in the sun at 3 p.m. This appears to have brought matters to a crisis; a tremendous storm of thunder and lightning making the night of Friday the 4th inst. hideous. Rain fell plentifully, and, breathed on by the north wind, froze as it fell till every branch and twig was cased in icy tube, and every leaf was sheathed in a glove of ice. Icicles hung pendant from the leaves, and every breath of wind as it swayed the branches (of only poor willow-trees, alas!) gave out a strange unwonted crackling sound from rupture of the icy bonds—cold enough to kill but too frail to bind the trunks and branches they invested. We wanted but the glory of a pine forest or beech grove to arrest and fix the magic wonders of the night—wonders which nature seems almost to waste upon the dead level and treeless, bleak monotony of these dreary flats."

CHIN-KIANG.

The Commissioner of Customs at this port writes:—"The statistics for the quarter show an immense increase in all our principal foreign imports, such as cotton goods, woollens, sugar, and sandalwood. For these articles the demand has been most remarkable, particularly for shirtings, the import of which for this term nearly equals that of the entire year of 1868. The demand from the northern inland marts continues to improve, and notwithstanding the rumours of dull business, owing to recent floods, our quarterly return of cottons sent inland exceeds the high figures of the previous quarter by about 50,000 pieces. The towns of Tsi-nan-fu Tung-ch'ang-fu and Tsi-ning-chou, in Shantung, have taken about five times the quantity of shirtings they took last term, and the demand from many other cities has increased in the same extraordinary manner. The largest consumer of grey shirtings supplied by Chinkiang is Hsu-chou-fu, which alone took 13,750 pieces during the three months."

SHANGHAI.

From this port we have advices to the 23rd Feb. The English mail of Dec. 31 was received on the 21st Feb. We take the following items of news from the *North China Herald*:—

The new Land Regulations, as finally amended and approved by the Ministers for England, Prussia, France, Austria, and America, have been at length printed and circulated. A minute bearing the joint signatures of these gentlemen, explains, at the outset, that they have effect only on the north of the Yang-king-pang, the settlement on the south being under certain regulations promulgated by the French Consul. Provision is made that individuals wishing to sue the Council may do so before a "Court of foreign Consuls," to be established by the whole body of Treaty Consuls.

A meeting of shareholders in the French Gas Company was held on the 16th Feb., when a satisfactory statement of accounts was put forward. Tls. 4,000 had been earned during the past year, which had, however, been absorbed by extraordinary expenses. The 8 per cent. dividend guaranteed by the French Municipality is again claimed, and will be devoted as before to reducing the company's debt, which now stands at Tls. 10,800. A letter was read, from the Secretary to the English Municipal Council, asking at what rate the company would be prepared to light the lamps in this Concession. The matter was left for the directors' consideration. The very satisfactory statement was incidentally made that the Shanghai Gas Company intends to reduce its charge from \$4.50 to \$3.50 per 1,000 feet, during the current year.

A meeting of the Shanghai Female School Society was held on the 17th Feb., at which the report and accounts for the past year were submitted. The receipts had amounted to \$986.54; the expenditure to \$770.24. The number of pupils at present in the school is fifteen; but it is hoped to increase these to thirty, if sufficient accommodation can be obtained. The scholars are taught plain sewing, household work, and Christianity, and their progress is satisfactory. Two of the oldest are also being taught English.

A meeting of members of the Race Club was held on Feb. 21, at which the accounts were presented, showing a total income of Tls. 10,210, and expenditure Tls. 8,065. There is a balance in hand of Tls. 2,145, Tls. 1,550 of which is to go to payment of interest on, and reduction of, Mr. Keswick's mortgage. It was also resolved to impose a tax of Tls. 5 per annum on pedestrians using the racecourse. This is a favourite promenade with many who pay nothing towards its support, and the claim for this small sum towards its maintenance is a fair one. Sir E. Hornby, Messrs.

Anneke, Coutts, Cordes, Dallas, Hyslop, and Little were elected stewards for the ensuing year.

We are glad to hear, on good authority, that the report mentioned by the *London and China Herald*, that the North German Confederation entertained an idea of giving up the extra-territorial rights guaranteed in its treaty is entirely without foundation, and that the news concerning the appointment of the Commissioner of Customs to act as North German Consul, at Swatow, is also founded on a misconception, which will shortly be explained. Very probably the first of these statements is another of Mr. Burlingame's devices to make believe in the success and importance of his mission.

The Recreation Fund has been at length rescued from the chaos of conflicting interests in which it appeared hopelessly sinking, and placed on a clear and legal footing. The decision of the Court appears virtually to extinguish the shareholders, and to vest independent control in the hands of five trustees—the right of the former to repayment of their \$50 shares being alone reserved. The Chairman of the Municipal Council and Messrs. Johnson, Reid, Forbes and Groom are appointed the first trustees, with power to fill vacancies in their number, so long as three remain; if, through absence, death or other cause, their number should fall below two, the Court is to be appealed to, to appoint new members. Seeing the difficulty there has always been to get together a meeting of shareholders, we imagine the latter will readily acquiesce in a decision which places the fund in a clear position, and gives them a definite chance of recovering the value of their shares.

A Tientsin correspondent mentions a report that Chung-how is said to view the introduction of road steamers with favour, and that it is not unlikely one may be allowed to ply some day. The project of a railway from Tientsin to Chaitang has also come up again for discussion.

A meeting was held of the Asiatic Society on Wednesday evening, at which Dr. MacGowan read an interesting paper on "Chinese Lotteries and Money Jobbing." A rather animated debate on the recognition of lotteries, and of gambling generally, followed.

Then, the Native Magistrate of the Mixed Court, has just taken a second wife—that is to say, having lived forty years with his wife without issue, he is allowed to promote one of his concubines, by whom he has had children, to the dignity of wife; the first wife, however, still retains senior rank.

The last two numbers of the *China Magazine* contain some excellent photographs of Shanghai, amongst them the Min Pagoda, the Masonic Hall, and a view of the English side of the Yangking-pang. The books contain interesting translations of Chinese tales, and are in every respect superior to the earlier numbers.

IN BANKRUPTCY.

(Before CHAS. W. GOODWIN, Esq.—Feb. 18.)

IN RE BARNES DALLAS.

Present.—Messrs. E. J. Hogg, A. Michie, F. B. Johnson, and E. Lavers.

Messrs. Hogg Bros. proved debts to the amount of Tls. 7,433.83 less Tls. 353.08 for brokerage, and as attorneys of William Hogg, England, debts to the amount of Tls. 23.473—admitted.

F. B. Johnson appearing for Jardine, Matheson, and Co., proved debts to the amount of Tls. 12,891.87, which were admitted.

A. Michie, representing Killick, Martin and Co., London, put in a claim for balance of insurance on a steamer in 1863, Tls. 1,733.36.

In reference to this claim Mr. Dallas said: In 1863 a steamer belonging to Mr. Richardson and myself was insured in London by the agents, Messrs. Dallas, Pearson and Co. It was insured for £451 17s. 6d. I was told of this subsequently, and that the amount was owing to Messrs. Killick, Martin and Co. This was after Mr. Richardson's death. I said I had paid a previous insurance, and it was the place of the executors of Mr. Richardson to pay this amount. They paid a portion of it, but were unable to pay the full amount.

Mr. Michie explained: Killick, Martin and Co. sent me this account in sterling to collect. I converted it into taels, adding interest. I applied for payment to Mr. Dallas. He said that Mr. Richardson, as joint owner, ought to pay it. He did not dispute his liability, but merely said the other ought to pay. I wrote to the executors of Mr. Richardson. They acknowledged their liability, but first for one half only. I received from them Tls. 400, part payment. The balance now due is Tls. 1,733.36.

The Judge reserved the claim, and advised Mr. Michie to write to Messrs. Killick, Martin and Co. to explain that these proceedings were started before the new Act came into force.

Bankrupt to get his discharge on March 21.

HONG KONG.

From this port we have advices to March 2. The outward mail of Jan. 14 was received on Feb. 28. The following items are from the *Daily Press*:—

The long negotiation with reference to the amalgamation of the docks has now so far progressed that the matter will be decided finally within the next few days. Opinion upon the question has now become almost unanimous, and it is to be hoped that the amalgamation will be duly effected. It is perhaps worthy of note that the shareholders who were appointed to form a committee in

conjunction with the directors consisted chiefly of gentlemen who had expressed themselves rather against than in favour of amalgamation—a circumstance which is in some degree a matter of congratulation, as it forms a guarantee that the final decision on the subject will not be come to except after those who are least anxious for amalgamation have felt themselves justified in concurring in the measure.

Mr. Chaloner Alabaster, H.B.M. Vice-Consul at Swatow, who was recently appointed Vice-Consul at Shanghai, takes his departure by the present Messageries Imperiales steamer for Europe, on leave for eighteen months.

It is currently reported that further large grants will be required for the completion of that unlucky undertaking, the Pokfulam Reservoir. The information is not official, but if it prove true, as has been stated, that the works so far as they have gone are in many respects a failure and will have to be overhauled, the public of Hong Kong may look to the pleasure of paying additional taxation before the much-wanted water-works can be completed. The incident will show the gravely pernicious results of the financial policy so patly enunciated at the Legislative Council, and the public will have an admirable opportunity of judging of the correctness or otherwise of the principle of finance enunciated by the Colonial Secretary, which involves the astounding proposition that when once the money has been voted by the Council, the Government may devote it to any purposes they see fit. If large additional funds are now to be asked for, to complete the reservoir, the heavily taxed public of Hong Kong will be able accurately to judge how far the sum of \$38,000, which was voted for the reservoir, and was put down as a 'saving' in the last accounts, and so made use of for objects, with regard to which no money had been voted at all, was of the nature stated. No wonder, when the finances are managed in this manner, that gambling money is indispensable!

Ma-chow-wong has been ordered to find security as before, to be forthcoming at any time within the next two months. He was told that it was not considered advisable to interfere with his business arrangements, provided they occupied a reasonable time, say a month or five weeks. If it should be found necessary he would be brought up again within the two months, and then he would be sent to the Governor, who would probably carry out the ordinance which empowered him to deport him. He was desired to call at the magistracy, when his arrangements should be concluded, and report the fact. There were special reasons, which it was unnecessary for his Worship to specify, why it was necessary to deal thus with him, though it was a principle of English law that a man having once expiated an offence was afterwards free on that particular score. Wong-a-kee insinuated that he was different from ordinary old offenders, who he acknowledged were frequently treated as suspects. His Worship: "Why that's exactly what the police think! It was just because he was different from ordinary old offenders that he was differently dealt with."

The accounts received of the proceedings of the London merchants regarding the new Convention had naturally attracted much attention. The *Daily Press*, alluding to the letter drawn up by the Committee appointed at the meeting at Messrs. Matheson's, says:—"Arguments such as these, it is certain, will not stand against a plain matter-of-fact representation by an influential combination of the mercantile men at home, who are interested in China; and there is every indication, at the present time, that the Burlingame Mission will, in a very different manner than it intended, have the effect of bringing to the notice of the Home Governments the true bearing of the Chinese question. It is inconceivable that, if their attention be properly called to the matter, the Home Government can think of accepting a Convention so defective as that which has been concluded by Sir Rutherford Alcock."

The *China Mail* says:—"The *London and China Express* by this mail is unusually interesting, and though we transfer numbers of items of news from it, we cannot reproduce all which deserves special note in its enlarged edition now to hand. In the copious comments which have been made upon the Alcockian Convention, and the general discussion of its conditions by Chambers of Commerce, at public meetings, and in the columns of the *London press*, there is at least one comfort, viz. to know that people at home at least are beginning to consider that the question of British interests at this distance is their own interest at home, and includes the trade and other interests of Western nations generally. Another satisfactory element which presents itself, on a general review of the present state of the China question, is that, in the presence of the writers to the *London and China Express*, the *Standard*, and the *Globe*, such unaccountable vagaries of illogical composition as that given to the world by the otherwise sane author of the work entitled 'Greater Britain' must fall innocuous upon the stronger crust of English common sense which finds expression in better-informed quarters.

"From the articles which appear in the home papers to hand, a general estimate may be formed of the relative value attachable to the statements of the upholders of the present 'conciliatory' policy of Lord Clarendon. Sir C. Dilke's letter to the *Times* has been already well and ably answered by the *Standard*, the *Globe*, and the *China Express*; but it contains one or two statements bearing on the press in China, which at present we can only characterise as rash, reserving fuller vindication for a

more convenient season. If Sir Charles would compile a book containing all he does *not* know about China, its size would be, to say the least, cumbersome and unwieldy; but as he has set up as an author, and his ignorance, when blazoned forth by *The Times*, may do harm in some quarters, we shall put his admirers and ourselves right with the world on another occasion.

"In contrast to the blast of Sir Charles' penny trumpet, we have the large meeting of well-informed and clear-headed, practical, business men, who give their whole weight against the latest feeble ebullition of the 'peaceful action' of Sir Rutherford Alcock, viz., the new Convention. This may be said, of course, to be a purely commercial opposition; but it proves nevertheless—what must be very satisfactory to those who swear by the policy 'which would not have been tolerated 200 years ago'—that we are not so far advanced by it now as we were in 1858!"

The address of sympathy at the sad and unfortunate disaster which befell the U.S. *Oneida*, from the community of this port, other than Americans had been presented to Rear Admiral Rowan, commanding the U.S. Asiatic Squadron. The address was signed by the entire community, with scarcely an exception. Admiral Rowan, in receiving it, thanked the gentlemen presenting it, on his own part and that of his officers, and the Government he represented, for this warm expression of sympathy on the part of the Hong Kong community, and expressed the pleasure he would have in forwarding it to his Government, by whom it would be received in the same cordial spirit in which it had been dictated.

We (*China Mail*) learn that in the allotment of shares in the two fire insurance companies, applications were as to allotments in a proportion of fifteen, or twenty to two, and that a large number of applicants have not even got a solitary share allotted to them. This looks well for the prospects of both companies.

SIAM.

BANGKOK.

The cremation ceremonies of his Majesty the late King of Siam were to commence at Bangkok on the 7th March, and from all accounts we have heard will be one of the most magnificent spectacles afforded in the East for many years. The preparations have been on a most extensive scale, and the expense is almost fabulous. The ceremonies were to continue until the 18th March, when the pyre was to be ignited, and the remains reduced to ashes. The ashes would then be collected and placed in a golden urn, and treasured up with those of his predecessors.

JAVA.

BATAVIA.

The *Batavia Handelsblad* gives the following additional information regarding the Belgian coolie ship *Frederic*, the burning of which, in Batavia roads, was noticed in our last issue:—

"We understand that the local authorities here, after having brought on shore the 365 Chinese from the *Frederic*, have provided for their maintenance in the most economical way possible, by concluding an agreement with a contractor for the food needed by them at 18 cents per day per head. Already twenty of the Chinese have had to be taken to the Chinese Hospital. The sudden change in their residence and mode of life, as well as the circumstance that most of them have been taken out of the water, will sufficiently point out a cause for sickness. It is not, however, to be denied that the situation of their present abiding place is by no means conducive to health in the long run. With an eye to this, the local authorities have sought for a better situation, where a bamboo shed for the lodging of the Chinese will be set up. The care of them at the present moment rests wholly on the police, as the captain, through want of an agency for the owners of the ship, or of the firm in Peru on whose account the coolies were engaged and shipped, is powerless to defray their expenses on shore, say, for their residence and subsistence, and medical treatment at Batavia; and the Belgian Consul, owing to the presence of the captain, and perhaps influenced also by the circumstance that these natives of the Heavenly Kingdom are not Belgian subjects nor never will be, seems to have no call or authority to concern himself more particularly with the progress or lot of the rescued coolies. We understand the captain intends to look out for a ship which may be engaged to convey the coolies to the place of their destination."

The *N. B. Handelsblad* says:—"The railway from Samarang to Soerakarta is now open to the public. A commission has been appointed, to hear the difficulties regarding some land-holders, who placed difficulties in the way of the expropriation of plots of ground for the Batavia and Buitenzorg line of railroad, at which people are already hard at work."

STRAITS SETTLEMENTS.

SINGAPORE.

The outward English mail of Jan. 28 was delivered at this port

on the 3rd March. Advices by the present mail are to March 9, but, like those from other ports, bring little news of importance. The following items are from the *Singapore Daily Times*:—

The colonial steamer *Peiho* leaves this afternoon (March 9) for Malacca, to convey the Chief Justice, who will hold the sessions there. Unfortunately, he was prevented from going on Monday, owing to the *Peiho* being despatched in search of the *Ellenborough*. Some inconvenience will no doubt be occasioned by the fact that the proclamation fixed the day for opening the session on the 8th inst., while the Chief Justice will not arrive there before the 10th.

We stated a few days since that the case against the owners of the powder hulk *Stutesman* had been concluded, but that judgment had not yet been given. This is a mistake. It appears that the case is not yet closed, but will come on again for hearing after the return of the Chief Justice from Malacca.

The steamer *Japan*, we learn, has been purchased by Messrs. Kim Seng and Co., for \$40,000, and is to be placed on the line between Singapore, Malacca, and Penang, in conjunction with the steamer *Fair Singapore*.

Colonel Glover, one of the directors of the British-Indian Telegraph Extension Company, has arrived at Penang from Ceylon, for the purpose of making preliminary arrangements, such as selecting a site for the landing of the cable, establishment of offices, &c. The place at which the cable will be landed will probably be in the neighbourhood of Tanjong Tokong.

The *Daily Times* reprints the protest of the Straits Settlements Association in London to Lord Granville against the construction of the new steamer for the colonial service, with some comments concluding with the following suggestion:—"We are of opinion that should Lord Granville, with the knowledge he now has, sanction—or in fact not at once countermand—the construction of the steamer, the only dignified course for the unofficial members to pursue is one and all to tender their resignations with a declaration of the grounds on which they do so. We are not given to advocate extreme measures such as this, and it is only after the most earnest consideration that we do so now. At no former time was there so distinct and palpable an issue between the official and unofficial elements of the Council—and it is, moreover, one directly affecting the expenditure of revenue—and if the former is to be allowed to prevail over the latter by force of numbers only, we may presume the same course will be pursued on all future and possibly very much more important occasions. By the resignation of the unofficial members, the legislature of the colony will doubtless lose much practical wisdom, but the occasion is worth the sacrifice, and we may find good come of it in the end; but whether or no, we have no right to ask our independent men to sit in a Council merely to give a constitutional colour to proceedings they are powerless to control."

THE TANJONG PAGAR DOCK COMPANY.

The half-yearly accounts of this company have been presented at a general meeting, and show a very improving state of things. After paying a dividend of seven per cent. to the preference shareholders and nine per cent. to the debenture holders, the directors commence their new half-year with an amount at the credit of profit and loss. Full repairs to the works have been charged against revenue, and the wharves, dock, and machine shops are stated to be in a thoroughly efficient condition. During the past half-year no less than thirteen steamers and twenty-three sailing-vessels have been docked and repaired, and the business at the wharves has been added to by the steamers of two new companies formed to ply packets between the Straits and China.

It is understood that the full amount is subscribed to enable the directors to replace the 9 per cent. debentures falling due next October, at the lower rate of 7 per cent., and thus a further increase to the company's income is ensured. Mr. Lipscombe, of Messrs. Boustead and Co., has joined the board, and to them we offer our congratulations, not merely on the prospect of their undertaking proving a great success financially, but upon the important service they have rendered to the colony of the Straits Settlements.

Commercial Report.

(For dates see First Page.)

IMPORTS.

SHANGHAI.—The business in Grey Shirtings had not been on a very large scale, and had consisted chiefly of resales by speculators; prices showed little change on those previously quoted. The market had a firm aspect, although the native dealers were unwilling purchasers at quotations. White Shirtings: The demand had been less active, but holders seemed indisposed to part with their goods at lower rates. T. Cloths: A fair inquiry had existed for the finest and commonest kinds of 6 and 7 lbs. goods. The prices offered, however, had generally been under the ideas of holders, and hence operations had been curtailed. The position of the market, especially for 7 lbs. makes, was not very satisfactory. Drills: English and Dutch had commanded some attention, but beyond sales at auction of damages nothing had transpired in American fabrics. Sales of English had been made freely at Tls. 3.55 to 3.60 per piece, and of Dutch at Tls. 3.47 to 3.60 per piece. Jeans: Still neglected. Sheetings, of which the stock was not heavy, would be taken if holders were a little

less firm in their demands. Fancy Cotton Goods were no less reported upon. Woollens: The market showed no change worthy of remark. Some Cape Lustre had changed hands at Tls. 4.15 to 4.25 per piece, but the inquiry for them had been by no means active. Metals: Nail Rod Iron, during the week 10,000 bundles had been taken at Tls. 2.25 to 2.30, the latter price being for a parcel containing a fair quantity of small-sized Iron. For this kind, however, importers were very firm, and would not do business at current rates; quotations unaltered. Coals: The market remained in a very unsatisfactory state for shippers; Cardiff sold at Tls. 6.55; for other kinds rates were nominally the same. The current quotations were:—Grey Shirtings, 7 lbs., per piece, Tls. 2.0.4 to 2.0.7; 8.4 to 8.6 lbs., Tls. 2.2.3 to 2.2.8; 9 to 9.12 lbs., Tls. 2.6.5 to 3.1.8. White Shirtings, per piece, Tls. 2.2 to 3.0; T-Cloths, 6 lbs., per piece, Tls. 1.4.5 to 1.6.8; 7 lbs., Tls. 1.6.5 to 1.8.5; 8 to 8.4 lbs., Tls. 2.0.5 to 2.1.5; XX Tls. 2.4.0; American Jeans, 30 yds., Tls. 2.8.0 to 2.8.5; American Sheetings, 40 yds., Tls. 3.6 to 3.8; White Figured Shirtings, per piece, Tls. 2.2.3 to 2.2.6; Dyed, Tls. 2.7.5 to 2.8.5. Brocades, White, 40 yards, Tls. 2.2.4 to 2.3; Dyed, Tls. 3.2 to 3.2.5. Damasks, Dyed, 40 yards, Tls. 4.2 to 4.4. Gentian Shirtings, Tls. 2.9 to 3. Chintz, Tls. 1.6 to 1.9; Turkey Reds, 24 yards, 2.0.5 to 2.5.5. Camlets, English, SS, per piece, Tls. 11.7.0 to 12.2.5; SSS, Tls. 10.5 to 11; Spanish Stripes, per yard, Tls. 0.5.0 to 0.5.5; Medium Broad and Habit Cloth, Tls. 0.9 to 1.6.0; Long Ella, Scarlet, 24 yards, HH, per piece, Tls. 6.1; CPH, Tls. 6.0.5; Assorted HH, Tls. 5.9.0 to 6.0.5; CPH, Tls. 5.9 to 6. Lastings, 80 yards, Tls. 11 to 11.5.

HONG KONG.—There was no change to note in the position of the import market, a fair amount of business having been transacted at previous rates.

SAIGON.—A fairly active business had been done, especially in 8½ lbs. Grey Shirtings; arrivals had been, however, very important, and would soon meet the demand. White Irishes, there being very heavy stocks, were rather neglected. Quotations:—Grey Shirtings, 8½ lbs., \$3.10; do., 7 lbs., \$2.70; Grey T-Cloths, 6 lbs., \$1.95; do., 5½ lbs., \$1.75; do., 5 lbs., \$1.65 to 1.67½; do., 4½ lbs., \$1.60½. White Irishes, \$2.20, nominal.

SINGAPORE.—The closing quotations were:—No. 40's Mule Twist, \$150; 8½ lbs. Shirtings, \$3.05 to 3.10; 7 do., \$2.55; 5 do. T-Cloths, \$1.60 to 1.62½; 6 do., \$1.87½ to 1.85; 7 do., \$2.10 to 2.15.

EXPORTS.

TEA.

SHANGHAI.—The market in Black operations had been very trifling, the purchase of one small chop at Tls. 19, and the shipment on native account of another parcel, being the only transactions recorded. In Green there had been rather more activity, and prices for common classes had slightly advanced. Settlements amounted to 8,500 half-chests, and stocks were estimated at 30,000 half-chests. Prices paid had been:—Shanghai packed, Tls. 19 to 22; Fychow, Tls. 21½ to 27; Teenkais, and Moyunes, Tls. 30 to 41; Pinguey, Tls. 30½.

SILK.

SHANGHAI.—The active demand noticed in our last report continued, but owing to the inferiority of the stocks on offer only a limited business had been transacted, the present steamer being expected to take about 300 bales. Prices had remained very firm, and in some instances, an advance had been paid. "Koo-fong-sings" chop (water mark) was reported to have been sold at Tls. 590 for No. 3, with an assortment, including Nos. 3½ and 4. In the interior there appeared to be great excitement, and prices were said to have advanced considerably. The unsold stock at Shanghai, consisting of 400 bales, was very inferior; and this fact, coupled with the great difficulty experienced in finding silk in the interior, led to the expectation of an export not exceeding 40,000 bales.

SAIGON PRODUCE.

The following is from Messrs. Kaltenbach, Engler, and Co.'s Market Report, dated 6th ult.:—Rice: Round Gocong grain. Owing to a quite extraordinary accumulation of shipping under charter for Japan in coincidence with the usual interruption of arrivals from the interior during the native holidays prices experienced a further advance, reaching the high figure of \$2.10, which we have not been accustomed to see for the last three years. At that rate about 100,000 piculs have been contracted for towards the end of February, when want of money and important supplies of rice operated a sudden change in our market and caused prices to decline within three days to \$1.80. Of late arrivals have however been very moderate again, and Chinese were therefore induced to raise their pretensions, so that already before arrival of the China Mail \$1.90 had been vainly offered for short delivery, and the fresh orders laid down for the Japan markets met with a very firm market. To-day several contracts have been passed at \$2, but at present \$2.10 are asked for again. Long Vinlong grain, although only in moderate demand, has been still more scarce than round rice, and was for some time entirely wanting in the market, so that several vessels came on demurrage before sellers could provide their cargoes. A contract for long delivery was passed at \$1.72½. During the last fortnight this corn came however freely to hand and was obtainable at about \$1.50. Present stocks being of good quality and regular grain, which hardly justified such a large difference of price made for Gocong rice the former was equally directed to Japan, and is, therefore, following the upward tendency of round rice. We may quote to-day \$1.70. The monthly exports of rice amount to 447,600 piculs. Paddy has not been much affected by the advance of rice prices, and may be quoted \$1.05. Hides continue in good demand, and command higher prices. Quotations are \$8½ for Buffalo and \$12 per picul for Cow. Horns: Buffalo, in absence of any stocks, we quote nominally \$8½ to 9 per picul. Black Pepper: No transactions to report; the price offered for delivery in March is \$9 per picul. Cocoa Nut Oil. Some sales have been effected at \$9.80 per picul. Of late the market has been better supplied, and we may quote \$9.50 per picul. Gamboge: No change to report; prices are nominally \$62 per picul.

LIST OF SILK SHIPPERS FROM SHANGHAI TO SOUTHAMPTON AND MARSEILLES.

From June 1st, 1869, to Feb. 19th, 1870.

Bales.		Bales.	
Adamson, Bell, and Co. ...	70	Hogg Brothers ...	741
Barnet and Co. ...	2,191	Holliday, Wise, and Co. ...	10
Birley, Worthington, & Co. ...	1,588	Jardine, Matheson, and Co. ...	772
Birt, W. ...	114	Jarvie, John, and Co. ...	1,639
Bland, J. ...	320	Meynard and Co. ...	20
Borneo Company ...	100	Milsons and Tod ...	892
Borntraeger and Co. ...	520	Nachtrieb, A., and Co. ...	885
Bourjau, Hubener, and Co. ...	227	Parsees ...	87
Bovet, Brothers and Co. ...	662	Pustau, Wm., and Co. ...	155
Bower, Hanbury and Co. ...	1,621	Reid and Co. ...	54
Brand, Monro, and Co. ...	3,585	Reiss and Co. ...	178
Bradwell, Bloor, and Co. ...	23	Russell and Co. ...	1,938
Bull, Purdon, and Co. ...	8	Remé, Wm., and Co. ...	773
Carter and Co. ...	1,648	Sassoon, D., Sons, and Co. ...	232
Chapman, King, and Co. ...	485	Sassoon and Co., E.D. ...	46
Chinese ...	122	Scheibler, Matthai, and Co. ...	928
Coutts and Co. ...	116	Shaw Brothers and Co. ...	1,017
Cumine and Co. ...	467	Siemssen and Co. ...	808
Dickinson and Co. ...	218	Skeggs and Co. ...	1,258
Fogg and Co. ...	25	Smith, Archer, and Co. ...	281
Framjee, Hormusjee and Co. ...	50	Textor and Co. ...	1,272
Gamwell, F. R. ...	1,359	Thorne Brothers and Co. ...	586
Gibb, Livingston, and Co. ...	1,831	Trautmann and Co. ...	235
Gilman and Co. ...	951	Westall, Brand, and Co. ...	181
Glover, Dow, and Co. ...	204	Sundries ...	2,770
Gutschow and Co. ...	241		
Heard, Augustine, and Co. ...	635	Total bales...	37,150
Helbling and Co. ...	866		

EXCHANGES, &c.

[For dates, see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6d.	4s. 6½d.	4s. 6½d.
Shanghai " " ...	6s. 0d.	6s. 0½d.	6s. 0½d.
Canton " " ...	4s. 5d.	4s. 5½d.	4s. 5½d.
Hong Kong " " ...	4s. 6½d.	4s. 6½d.	4s. 6½d.
Macao " " ...	4s. 4d.	—	—
Singapore " " ...	—	—	—
Manila " " ...	—	—	—
Colombo " " ...	—	—	—

MISCELLANEOUS.

	At Shanghai.	At Hong Kong.
Bills on India ...	300 to 301	222
" Hong Kong ...	25½ to 26½ dis.	—
" Silver ...	111.5.0	9½ prem.
Mexican dollars ...	73.9.5	½ to 1 prem.

Bons, at Yokohama, 339 to 370 per 100 dols.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 19; Old, 27 to 28 per cent. premium.
 Hong Kong Gas Company, 46 dols. per share.
 Hong Kong and Whampoa Dock, 5 per cent. discount.
 Union Dock Company, 40 per cent. discount.
 China Traders' Insurance, 1,400 dols. premium.
 Hotel shares, 60 to 70 per cent. discount.
 Hong Kong and Macao Steamboat Company, 29 per cent. premium.

Shipping Intelligence.

ARRIVALS.

At OSAKA.—From Cardiff, Feb. 7, Payche.
 At SHANGHAI.—From London, Feb. 17, Forward Ho, Derwent; 19, Leander, Deerhound (reported by telegram).
 At HONG KONG AND CANTON.—From London, Feb. 25, Sir Lancelot; from Liverpool, Belled Will (reported by telegram).
 At SINGAPORE.—From Liverpool, March 3, Shantung (str.), 5, Ajax from London, 5, Henry Grenfell; from Cardiff, 3, Aline, Alexandra.
 At SAIGON.—From Marseilles, March 4, Pere de Famille.

DEPARTURES.

From YOKOHAMA.—For Marseilles, Feb. 15, Paris Porte de Mer.
 From SHANGHAI.—For London, Loundon Castle, Dartmouth (reported by telegram).
 From SINGAPORE.—For Glasgow, via Liverpool, March 7, Wemyss Castle; for Bordeaux, 5, Nouvelle Pallas; for New York, 5, George Green.
 From SAIGON.—For Bordeaux, Feb. 21, Caldw.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CAW—On the 2nd Feb., at Manila, the wife of Thomas Caw, Esq., of a daughter.
CRAWFORD—On the 31st March, at Elbright lodge, West Surrey, the wife of Ninian Crawford, Esq., of a son.
GURNEY—On the 2nd April, the wife of Thomas Gurney, of Notting-hill, and daughter of the late William Dent, Esq., of Ashton-grove House, Brampton, Hants, of a daughter.
HENDERSON—On the 18th Feb., at Shanghai, the wife of Dr. Edward Henderson, of a son.
MAXWELL—On the 9th Feb., at Hankow, Mrs. Richard Maxwell, of a daughter.
SITWELL—On the 2nd Feb., at Yokohama, the wife of J. A. Sitwell, Esq., of a son.
UZIELLI—On the 2nd April, at No. 315, Camden-road, the wife of Edward Uzielli, Esq., of a daughter.

MARRIAGES.

DAVIDSON—IRVINE—On the 17th Feb., at the British Consulate, Shanghai, and afterwards by the Rev James Thomas, Charles Davidson, Esq., to Mary Ellen, only daughter of Duncan Irvine, Esq., National Bank of Scotland, Edinburgh.
LIDDALL—BARNES—On the 5th Feb., at Yokohama, T. B. Liddall, Esq., M.D., British Legation, to Mary Elizabeth, second daughter of Charles Barnes, Esq., The Hall, Clay Cross.

DEATHS.

BARNECOT—On the 26th Feb., at 57, Wyndham-street, Hong Kong, William Barnecot late of the Colonial Secretary's office, in his 35th year.
DAVID—On the 18th Jan., at Tientsin, Mr. E. J. David, after a short illness.
LAWREN—On the 5th Feb., at Foochow, Thomas Lancaster Lark, aged 34.
LAZAROO—On the 6th March, at Queen-street, Mr. A. V. Lazaroo.
LYALL—On the 30th March, suddenly, in London, James Hepburn Lyall, of Southwick, Hants, aged 57.

LATEST TELEGRAMS.

(RECEIVED VIA GALLE, APRIL 7.)
 CHINA.

HONG KONG, MARCH 22.—Grey Shirtings, 6½ cattie, 8½ lb., \$2.90; Watertwist, \$1.45. Cotton, Bengal, fair medium, \$19. Tea tending downwards. Total export (China and Japan), 136,000,000 lbs. Exchange on London, Bank bills, six months, 4s. 5½d.

SHANGHAI, MARCH 16.—Grey Shirtings, 6½ cattie, 8½ lb., 2.30 taels. Cotton: Shanghai, 20 taels. Tea, nothing doing. Silk, moderate demand, but firmer, No. 3 Tsatlee, 595 taels. Settlements since the departure of last mail, 2,200 bales. Export to date (China and Japan) from commencement of season, 54,000 bales. Exchange on London, Bank bills, six months, 5s. 11½d. Freight: Tea, 50s.

SINGAPORE.

SINGAPORE, MARCH 29.—Grey Shirtings, 8½ lbs., \$3.07; Yarn, 40's, \$150. Freight, to London, £2 2s. 6d. Exchange, six months, Bank paper, 4s. 6½d.

JAVA.

(RECEIVED VIA GALLE, APRIL 7.)

BATAVIA, MARCH 22.—Java Coffee, f.81; Rice, 1st quality, f.160 to f.170; 2nd quality, f.130 to f.150; Rattans, f.11 to f.13; Gum Elastic, f.96 to f.105; Arrack, f.80 to f.82.50. General cargo unchanged; freight, f.75 to f.80. Exchange, Holland, f.101.25 to f.102.

ARRIVALS.—Australia (?). Betty, Henrietta, Jonge Cornelis.
DEPARTURES.—Cornelis Wernard Eduard, Java Packet, Maria Elise, Nederland, Noach III., Stad Middellburg, Susanna Elisabeth, Ymuiden.

(RECEIVED VIA KIACHTA, THIS DAY.)

SHANGHAI, MARCH 21.—Another attack on missionaries in Kwangtung. London telegrams by Grant's line to March 1 were received in Shanghai March 21.

COMMERCIAL POSTSCRIPT.

The directors of the Chartered Bank of India, Australia, and China, have issued their report prior to the meeting to be held on the 20th inst. They state that the general balance-sheet of the bank, made up to the 31st December last, shows a net profit for the twelve months of £62,588. The directors regret the diminished amount of profit, as compared with that of last year, attributable chiefly to the adverse state of the exchanges between England and the East, and the general depression of trade. There is, however, no deduction to be made in respect of the old bad debt account, the liquidation of which has progressed so favourably as to reduce the amount to a comparatively small figure. The directors have therefore determined to recommend a continuance of the dividend at the rate of six per cent. per annum free of income-tax, absorbing another £24,000, or the same amount as the interim dividend declared at the half-yearly meeting in October. The surplus remaining, inclusive of the balance brought from last account, is £37,953, which the directors have carried forward to profit and loss new account, as a provision against contingent loss by the Batavia failure, announced a year ago. None of the legal questions involved therein have yet been finally decided by the Dutch and German law courts, to which they were necessarily referred, and where the suits are still pending.

The Telegraph Construction and Maintenance Company notify that the manufacture of the Gibraltar and Malta Telegraph Company's cable is completed, and that the steamship *Scandaria*, with her portion of the cable, leaves the Thames for Malta to-day, to be shortly followed by the steamships *Edinburgh* and *Libertia* with their respective portions.

The Indo-European Telegraph Company's wires have now been permanently completed, and a staff of English clerks provided all through from this country to India. Messages are now arriving in from four to six hours.

The report of Reuter's Telegram Company, to be presented on the 13th inst., recommends a dividend of 7½ per cent., making, with the previous distribution, 10 per cent. for the year, and leaving £290 to be carried forward.

The annual meeting of the Singapore Gas Company (Limited) will be held on the 26th inst., when a dividend will be declared for the half-year ending the 31st December.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—April 5, off the Goodwin, from Bangkok, for Hamburg, G. F. Vorwerk; off Portland, from Ceylon, Palestine; 7, at Falmouth, from Canton, Oscar Vidal; at Queenstown, from Bangkok, Indiana, from Akyab, Mogul; at Gravesend, from China, Barbados, Tyburnia; 8, at Queenstown, from Bangkok, J. H. Love; 6, off Scilly, from Singapore, Kate Carnie; 7, from Shanghai, Flitchin; from Sourabaya, Marie Elisabeth; 8, at Falmouth, from Macao, Daylight; from Foochow, Kali Maas; from Rangoon, Spirit of the South; off Falmouth, from Manila, for Liverpool, Merwanjee Framjee; March 15, at Havana, from Macao and Mariel, Cataluna (str.); 23, at New York, from Yokohama, Janet Ferguson; April 7, off the Bolt, from Bangkok, a Bremen barque; 10, at London, from Foochow, Valkyrien, from Shanghai, Corea; from Colombo, Elizabeth Graham; from Bangkok, Preciosa; from Macao, Petchelee; at Falmouth, from Macao, Helensbank; 11, at London, from Colombo, Belvidere; from China, England's Glory; from Rangoon, Waterloo; from Bangkok, Drusus.

DEPARTURES.—From Amsterdam, for Japan, Princess Amalia; April 7, from Liverpool, for Singapore, Highlander; from Amsterdam, for Sourabaya, Gertrina Maria; from Rotterdam, for Batavia, Anna Margaretha; April 7, from Cardiff, for Shanghai, George; 9, from London, for Singapore, Hong Kong, and Shanghai (via Suez Canal), Craigforth (str.); March 24, from San Francisco, for Hong Kong, Shirley; 25, Golden Fleece; from Shields, for Batavia, Devana.

LAID-ON.—At London, for Yokohama, Hiogo and Nagasaki, via Suez Canal, Chieftain (str.); at London, for Shanghai, Tyburnia; for Colombo, Palestine; at Glasgow, for Colombo and Madras (via Suez Canal), Carolina.

SPOKEN.—Endeavour (American ship), London to Hong Kong, March 1, 1 N., 29 W.; Royal Diadem, Canton to London, March 31, 49 N., 15 W.; Fluellen, Shanghai to London, Jan. 25, off Cape of Good Hope; Oriana (ship), Manila to Liverpool, March 24, 40 N., 23 W.; Petchelee, Macao to London, April 1, 49 N., 11 W.; Jannetje, Batavia to Rotterdam, April 3, 49 N., 10 W.; Linda (barque), Hamburg to Hong Kong, March 18, 41 N., 12 W.; Kaap Hoorn (Dutch barque), Java to Rotterdam, March 24, 35 S., 24 E.; Stefana Coerevich (9), (Dutch barque), Bali to Rotterdam, 74 days out, Feb. 15, off Ascension; Pauline Constance Eleanor, Java to Amsterdam, March 15, 29 N., 40 W.; Royal Diadem, Canton to Falmouth, March 31, 49 N., 15 W.; Marie and Louise (German brig), Cardiff to Shanghai, Feb. 11, 3 N., 20 W.; Catherine Rankin, China to Amsterdam, Dec. 8, 13 S., 10 (?) E.; Frieda (North German), Batavia (9) to Falmouth, March 17, 47 N., 16 W.; Martin (Dutch barque), Cardiff to Hong Kong, Feb. 7, 21 S., 30 W.; Æolus, Batavia to Rotterdam, March 30, 48 N., 16 W.; President Plate (Dutch schooner), Java to Rotterdam, March 20, 37 N., 32 W.; Volunteer, London to Singapore, Feb. 25, 11 S., 34 W.; Louise (Dutch barque), Batavia for the Bay of Biscay, Jan. 17, 27 S., 57 E.; Estrella, Liverpool to Manila, Feb. 15, 4 N., 22 W.; Homer, Foochow to New York, March 8, 27 S., 9 E.; Nostra Senora de las Victorias, Colombo to London, March 11, 21 S.; Signe (Danish ship), Sourabaya to Copenhagen, March 24, 41 N., 27 W.; Ada, Batavia to Rotterdam, March 14; a North German barque, Canton to New York, March 1, lat. 22, long. 62; Adriana (Dutch barque), from Samarang, Jan. 29, off the Cape of Good Hope; River Clyde, Singapore to London, Jan. 30, off the Cape of Good Hope; Elizabeth Nicholson, Shanghai to London, Feb. 22, 28 S., 8 E.; Peter Denny, Colombo to London, Feb. 22, 28 S., 8 E.; Empress, Macao to Falmouth, Feb. 13, 23 S., 65 E.; Fusi Yama, Singapore to Boston, Feb. 22, 31 S., 41 E.; Coldingham, Singapore to London, Feb. 27, 35 S., 25 E.; Esmeralda (N.G. brig.), from Hong Kong, Feb. 27, 35 S., 22 E.; Oceanus, Batavia to Rotterdam, off the Western Islands; Estrella, Liverpool to Manila, Feb. 15, 4 N., 22 W.; Alice (German), Hong Kong to Hamburg, Feb. 2, 35 S., 20 E.; Rajah of Cochín, Bangkok to the Channel, March 9, 18 N., 25 W.; Albion (Norw. brq.), Sourabaya to Amsterdam, 101 days out, March 31, 37 N., 34 W.

CASUALTIES.—The Danube (steamer), for Shanghai, &c. (via Suez Canal), which put back to Liverpool April 2, after being ashore, had discharged her cargo and been docked; 130 packages of goods were found to be very slightly damaged; no salvage. A telegram from Galle, April 5, states that the Corea, off No. 28,322, French (?), from Singapore to London, has got aground on a mudbank in Banks Straits; steamer despatched. The Herald from Batavia to Boston, has put into St. Thomas in distress. Advices from Capetown, dated March 5, stated that the Seawell Hemder, from Bangkok to Falmouth, which put into Table Bay, Feb. 7, leaky, was hove down.

MISCELLANEOUS.—At Port Said, April 8, Nile (str.), Wright, from London, for China and Japan; 9, Historian (str.), from Liverpool, for Colombo, &c. At St. Helena, March 2, Medine, Lefeuve, from Hong Kong, and sailed for London; 7, Otter, Crocombe, from Sarawak, and sailed for London; 10, Voorlichter, Duinker, from Banjoewangie, and sailed 12 for Rotterdam. Off St. Helena, March 2, Ocean Beauty, from Colombo, for London; 13, Ben Lomond, from Pobelingo, for Amsterdam. At Table Bay, March 1, Agamemnon (str.), Middleton, from Liverpool, and left for Mauritius, Singapore, &c.

BREAKFAST.—EPH'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homoeopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & CO., Homoeopathic Chemists, London.

We are glad to learn that a good-service pension has been awarded to Admiral KEPPEL. The *Army and Navy Gazette* observes that Mr. CHILDERS did not include this piece of intelligence in his reply to Mr. RYLANDS. It may, however, be received by the hon. gentleman as another proof of the satisfaction with which the Admiralty regarded Sir HENRY's doings in China.

A TELEGRAM from St. Petersburg, dated Saturday, mentions a rumour that bears strong evidence of probability, to the effect that the negotiations between the Russian Government and the Chinese Embassy have come to a standstill, having been broken off on the return of Mr. BROWN to St. Petersburg. We shall not hear much more of this "Embassy" now.

FROM Washington we hear that the project of converting the monthly Pacific Mail service into a fortnightly one is likely to be carried into effect shortly, the Post-office Committee of the American Senate having agreed to a Bill to subsidise the Pacific Mail Steamship Company for carrying mails between San Francisco and China semi-monthly to the amount of \$1,000,000 per annum.

MR. H. A. KRAMERS, 47, Geldeische-Kade, Rotterdam, is appointed agent in Holland for this paper and *London and China Express*, and will receive subscriptions.

NOTES OF A VOYAGE ON THE RIVER HAN.

Mr. A. Wylie has sent to our contemporary, the *Revue Orientale*, of Paris, the following highly interesting account of his late voyage, which is equally important from a geographical, commercial, and general point of view, and which we feel sure will be highly acceptable to our readers:—

Since the ratification of the treaties with European Powers, more than twenty years past, our knowledge of the interior of China has been gradually enlarging. Journeys into the country have been extending both in frequency and distance, and much information has been gathered regarding the physical features and the means of locomotion. Many of these journeys have been given to the public in permanent records, and have proved incentives to the more cautious to swell the number of such adventures.

Few of the eighteen provinces have been left unpenetrated; most of the main rivers have been traced hundreds of miles from their embouchures; the principal lakes have been visited; the recent changes in the current of the Yellow River investigated; every city and town explored for a thousand miles up the Yang-tze, and many more important places visited even five hundred miles beyond that.

A rich field of investigation still remains untouched, in the numerous affluents of the latter stream. One of these the Han, from its length and importance, is almost entitled to rank higher than a secondary river; indeed, it is so described in the oldest Chinese record. The venerable Shoo having stated that "the Keang and the Han pursued their common course to the sea, as if they were hastening to court," proceeds to tell us afterwards that "from Po-chung (hill) the Great Yu surveyed the Yang (the ancient name of the river near its source) which flowing eastward became the Han. Farther east it became the water of Ts'ang-lang; and after passing the three embankments went on to Ta-pee, south of which it entered the Keang. Eastward still and whirling on, it formed the marsh of Pang le; and from that its eastern flow was the northern Keang, as which it entered the sea."

If any confidence is to be placed in the "Tribute Roll of Yu," four thousand years ago the rude inhabitants of the Province of King-chow might be seen navigating its waters with their tribute cargoes of feathers, hair, ivory, and hides; gold, silver and copper; the ch'un tree, wood for bows, cedar and cypress; gruidstones, whetstones, arrow-head stones, and cinnabar; the k'wan and loo bamboos, and the wood of the hoo tree; three ribbed rushes, silken fabrics and pearls. Such we are told was the traffic of ancient times, and although the commodities of commerce may have changed with the exigencies of advancing civilisation, yet we may fairly believe that there has been an uninterrupted transit from that time to the present, and that the river crafts of to-day, laden with cotton, pottery, and the interchangeable products of north and south, are but the continuators and antitype of those old world pioneers.

Now, as of old, the Han rises in a mountainous region in the south of Shen-se province, the source being found at the Po-ch'ung hill, E. long. 106 deg. 25 min., N. lat. 33 deg. With a general easterly course of some 500 miles, it enters the province of Hoo-pih, and passes the city of Kwang-hwa, in the prefecture of Seang-yang. From that, with a prevailing southward course of about 500 miles more, after two or three sharp bends, it reaches Han-kow, where it discharges its waters into the Yang-tze. Through its entire length it drains eight prefectures and a department, in the provinces of Shense, Honan, and Hoopih, and

runs past or very near six prefectural, one departmental, and twelve district cities.

The Ta-pee, a hill of very moderate size, better known by the natives as the Kwei-shan, which marks the entrance of the Han, is a during memento of the Herculean, not to say fabulous, labours of the ancient hydrographer, Yu. The extraordinary assemblage of junks, of all sizes and varieties of build—the sheer masts, the high poops, the round bows, and other distinctive characteristics, marking the vessels from Tze chuen, Hoo nan, Seang-yang, and other places with the gay parade of pennants and streamers in fair weather, give an exceedingly picturesque effect to the first two miles from the mouth. Such was the day on which I embarked, towards the middle of October, 1866, in a Seang-yang boat, commodious and in good condition, our party consisting of six, four of whom were natives.

The water, which at times retains a clear blue tint till it enters the Yang-tze, has now, in consequence of recent rains, assumed the same appearance as the turbid waters of the latter, which it retained till we were near the City of Keen-chow. There had been a fall in the water for several weeks, it being in places near twenty feet lower than the summer level.

At Tsae-teen, the first considerable town, which lies on the right bank, twenty miles from Hankow, there is a custom-house, where every boat passing up or down has to be examined; but on a simple declaration that our object was the circulation of the Christian Scriptures, we received a ticket to pass, without the slightest delay. Little more than a day's sail beyond brought us to the city of Han-chuen, where the Seaou-pee hill stands on the opposite bank, famous as being the place mentioned in the Spring and Autumn Annals, where the troops of Woo crossed the Han, and were drawn up to resist the forces of Tsao. Up to this point a few hills occur at intervals on the south, but beyond this the country is almost a dead level till we reach the Ma-leang Hill, which we did on the twelfth day of our journey, another spot of historical interest being the Nuy-fang hill, surveyed by Yu in the course of his engineering labours. On the east of Tsae-teen stream from the Ch'ih-yay Lake flows into the Han, and twenty miles higher up the Yun-kow tang, a much more formidable stream, emerges on the left bank, after a course of nearly two hundred miles, in which it passes the cities of Suy-chow, Tih-gang, and Yun-mung. Many of the water courses marked on the maps were dry as we passed, it being only during the wet season that they retain a supply of water.

Among the more important towns that we visited along the banks may be named the following, with their successive distances, beginning from Han-chuen:—

Yih ma kow	...	...	...	...	30 le
Fun shwuy tany	...	...	...	...	60 "
Ma wang tany	...	...	...	...	30 "
Seen tao chin	...	...	...	...	60 "
Pang se ho	...	...	...	...	52 "
Yo kow	...	...	...	...	45 "
Hih nen t'ow	...	...	...	...	30 "
Chang tseih keang	...	...	...	...	30 "
Ye kea tan	...	...	...	...	75 "
To paou wan	...	...	...	...	70 "
Sha yang chin	...	...	...	...	30 "

At most of these there is a considerable trade, and the people seem generally in a prosperous condition. Where there is a large boating population, there are usually a number of unruly characters, which require some considerable caution in their management. As a rule, however, we found the inhabitants most friendly, and the good feeling was sufficiently dominant to overrule any tendency to tumult.

Just beyond Ma-leang-hill a stream leads up to the Chow city of King-mun. Two or three hours' further sail brought us to the landing place for Shih pae, a large town standing three miles inland from the right bank. Some conspicuous hills soon appear on the same side, known as the San tseen shan, being the terminus of a range of some tens of miles, lying east and west.

At several points along the left bank we found pyramidal brick structures at sharp turns of the river, to resist the force of the current. The face is about an angle of 60 degrees, and probably thirty or forty feet in height; the bricks forming steps up to the top, which is a level terrace. Are these the modern representatives of the *San she*, "three embankments," spoken of in Yu's survey of the Han? The identity appears extremely probable. In this part of our course we found ourselves daily in contact with barges laden with barrows of a peculiar construction, having double wheels. These were the execution of a contract for fifteen hundred, to be used as vehicles of transport for the Imperial forces acting against the Mohammedans in Shense. The principal cargoes bound southward appeared to be cotton grown in the province. The specimens of the crops of this plant that I saw were miserably poor and stunted, and the produce was said to be below the average this year. The vessels ascending the stream were laden with pottery and miscellaneous cargoes, including European goods. An inferior slaty anthracite coal is exposed for sale, which comes from some of the hills not far distant.

At the village of Le-ho-Kow, on the right, an insignificant stream emerges from an opening between the hills; but in the summer this forms a considerable river, a hundred miles in length, passing several lousy towns. As we were against this village a search was going on for the body of a person who had fallen into the

water. Inquiring what method was adopted by the natives for the restoration of life in cases of asphyxia, I was informed that it was customary to suspend the patient head downwards, front to front, with his legs fastened round the neck of a living person, who walked about a mile or two with him in this position, shaking the body and pressing it against his own. A range of tolerably lofty hills now appear nearly parallel with the river, about a mile from the right bank, and some low-lying hills on the left, consisting of a coarse red grit stone, which is much used in building about Hankow.

The following day we arrived at Lew shwuy kow, a busy town standing on the declivity of a rising ground, a range of hills appearing at no great distance to the east.

Much of the next day was spent in E-ching, which stands about a mile and a half from the right bank. This was the first walled city we had come to since leaving Hau-chuen. The people were very peaceable and friendly. Ground nuts and tobacco are grown largely in the neighbourhood.

SIR C. W. DILKE ON CHINA.

(CHINA MAIL.)

What does Sir Charles Wentworth Dilke know about China and Chinese affairs, and whence does he derive his authority to teach all mankind, through the columns of *The Times*, what they ought and ought not to think on questions affecting British interests in China? He has made a voyage round the world, passing through the whole or nearly the whole of the English-speaking countries of the globe. He has published a very readable account of his travels, entitled "Great Britain;" he has met Chinamen in San Francisco, and again in the Australian colonies, and he has given utterance to a few common-places on the subject of Chinese emigration and on the future of the Chinese race. But he has never been even to Hong Kong; has never had anything to do with China, politically or commercially, so far as is publicly known, and beyond the circle of his reading he is ignorant of everything connected with the country or its inhabitants.

Will he favour us with a list of the authors whose works on the Middle Kingdom he has read, and of the men versed in Chinese affairs with whom he has conversed? Till he does so the public cannot, under the circumstances, be expected to credit him with very much knowledge on the subject on which he presumes to write, and must always doubt his ability to deal with that subject, and his common sense while he continues to favour the readers of *The Times* with the follies contained in his last letter to that journal, published in another column for the amusement of our readers. He is an advocate of the peace-at-any-price policy, an admirer of Lord Clarendon as he has exhibited himself lately in his despatches on China. He is a dear lover of "the truth, the whole truth, and nothing but the truth." He condemns the whole of the newspaper press of China as scandalously mendacious in matters of fact, and as utterly illogical and unfair in its criticisms and conclusions. He condemns the telegraph (instruments, wires, posts, insulators, officers and offices, we presume, included) as a notorious liar, and heaps up a pyramid of charges against the press and the telegraph, bewildering at first sight, and almost enough to convince us off-hand that we and our brethren of the press have been falsifying the known truth in all our statements. Not content with condemning us in the past, Sir Charles warns his readers against us in future, and declares us to be concocting additional false items of intelligence in preparation for the next session of Parliament. The man himself is, in fact, guilty of the misrepresentations with which he charges the European communities in China, and the press of China and the telegraph are innocent of everything but of faithfully stating every fact, and every reported fact—every rumour even which is thought to be of importance for the information of the public. If Sir Charles Dilke has heard of the confirmation at Peking of the American Treaty, he has heard it through the press of China, doubtless, or by telegraph. He heard of the rejection of the Treaty in the same way, and it is true that the Treaty was rejected by the Chinese at its first presentation. Mr. McLeavy Brown was rumoured to have been recalled. The rumour came first from Europe. The China press repeated it as an important rumour. The China press also informed Sir Charles Wentworth Dilke that the rumour was unfounded. Sir Rutherford Alcock did state in a despatch to Mr. Medhurst, what was fully the equivalent in as many words of the condensed report sent home. China will not progress but by the application of force. That statement was not false, although Sir C. W. Dilke says that it is. No one in China complains of the refusal of "an audience" to H.R.H. the Duke of Edinburgh. The complaint is that he was totally ignored at Peking. Sir Charles condemns the foreign communities in China for refusing to see the many proofs which the Chinese Government and people are, he fancies, daily giving of their willingness to move forward in the path of progress. He himself shuts his eyes to such documents as Tseng-kwo fan's memorial to the Emperor—to such facts as the Yangchow difficulty, the two affairs at Formosa, the troubles

at Foochow, Amoy, and Swatow, the insults offered Sir R. Alcock on his leaving Peking and later at Nanking, the attacks on the Roman Catholic Missionaries in several of the interior provinces, the attacks on Protestant Missionary establishments and the reports and threats in circulation regarding them. Sir Charles Wentworth Dilke ignores all these things, which are certainly not inventions of the China press, or telegraphic aberrations, and says in the conclusion of his letter under review, "the experience of the year (1869) would seem to prove that there is no amount of progress which may not be hoped for, provided that the temperate policy, &c., &c." What language is too strong to characterise the unblushing impudence of the man who, with a history of the events of the last year in China before him, if, indeed, he has troubled himself with facts at all, puts forth such an opinion as that, and charges falsehood, bad logic, and want of common sense on the press of China, and on the professional and mercantile men who support that press?

THE TRAFFIC ON THE SUEZ CANAL.—The report read at the meeting of the Suez Canal Company last week contains various statistics of the tonnage which has passed through the Canal since its opening. Between the 17th of November and the 15th of March the total was 209 ships, of 146,631 tons, and 606 smaller vessels, of 1,960 tons, including the tonnage which passed through at the inauguration. The nationality of the ships is exhibited in the following list:—English, 80, 56,052 tons; French, 44, 54,390 tons; Egyptian, 23, 17,666 tons; Austrian, 18, 14,625 tons; Italian, 14, 7,386 tons; Russian, 11, 4,178 tons; Norwegian, 4, 4,000 tons; Dutch, 4, 3,200 tons; German, 4, 880 tons; Spanish, 3, 528 tons; Prussian, 2, 3,015 tons; Portuguese, 1, 369 tons; Turkish, 1, 342 tons. Total—209; 146,631 tons. According to this the English tonnage is a third of the entire traffic, but the table, unfortunately, does not show the share of each nation in the business of the Canal—many ships of war being present at the inauguration, and England being far from proportionally represented. Actually the transit dues have only been levied on 79 ships, of 56,644 tons, representing the whole traffic to the 15th of March since the inauguration, and it is the nationality of these ships of which an account would have been most interesting. The statistics show one or two important facts. One is the use of the Canal by steamers almost to the exclusion of sailing ships. The above 146,631 tons is composed as follows:—Steamers, 142,217 tons; sailing ships, 3,715—total, 146,631 tons. The prediction that the Canal would be useful for steamers and hardly at all for sailing ships could not have been more accurately confirmed. It is important to observe again that although the beginning is small, the traffic is increasing. The following is a comparison, month by month, of the number of ships passing through the Canal, exclusive of those present at the inauguration:—November, 1; December, 9; January, 16; February, 29; March, 52. Unfortunately the tonnage is not specified, so that the comparison is not complete; but we may anticipate speedily a large addition to these beginnings, though there is no foundation for some extravagant calculations forward.

CHINAMEN IN THE UNITED STATES.—Senator Lawrence delivered lately in the Californian Senate a speech in favour of the protection of white labourers from the immigration of Chinamen. The Senator said that "the presence of this moral gangrene in our midst, spreading gradually but surely as it does, should in itself be sufficient to arouse thinking men, irrespective of party, to united action. Better by far that a wall of fire, high as heaven and broad as the Pacific, should separate us from this loathsome race than that they should obtain a foothold on this coast—better even in a pecuniary point of view."

THE BISHOP OF COLOMBO, the Right Rev. Piers Calvey Cloughton, D.D., will, it is believed, resign his see, and will accept the Vicarage of Dudley, vacant by the death of Dr. Browne. The Bishop of Colombo has been in England for some time, on account of health, and had just received a further extension of three months' leave of absence from his diocese, to which he was appointed in 1862. Bishop Cloughton, who is the younger brother of the Bishop of Rochester, was Fellow, Tutor, and Dean of University College, Oxford, Public Examiner and Select Preacher.

PRINCE MONING MAIN, son of the King of Burmah, who has for some time been a student at one of the military schools on Woolwich-common, has received the permission of the War Department to prosecute his studies in the manufacturing departments of the Royal Arsenal, under the tuition of Lieutenant Lamb, of the Indian service.

COLONEL NORTH has a notice of motion on the paper for "Returns of all the ordnance captured by the late Field-Marshal Viscount Gough during the operations in China;" and Sir W. Lawson, one for "Copies or extracts of correspondence with English missionary societies or missionaries on inland residence in China."

WE are informed that Captain Chandos S. S. Stanhope, the officer in command of H.M.S. Ocean, flagship on the China station, will in all probability be offered the post of private secretary to the First Lord of the Admiralty, vacant by the advancement to flag rank of the present private secretary, Rear-Admiral F. B. P. Seymour.

WE understand that the Duke of Edinburgh will not return, as was at first expected, in Her Majesty's ship Galatea, via the Suez Canal, but by the Cape of Good Hope, where he is expected to arrive early in the month of June.

A MESSAGE, dated Calcutta, Saturday, half-past twelve noon, was received by the Indo-European Telegraph Company at half-past ten, thus beating the sun by two hours.

THE CIVIL SERVICE (FOREIGN-OFFICE).—Mr. T. R. H. McClethie, Mr. J. D. Crawford, Mr. W. L. B. Neale, and Mr. R. W. Mansfield have been appointed student interpreters in China or Japan.

Foreign Intelligence.

—o—
GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, April 6.

A hitch has occurred in the North German Parliament which has delayed the passing of the new Criminal Code of Laws, the difficulty being to reconcile the abolition of capital punishment with the existing military code, which orders soldiers in time of war to be shot for treachery, cowardice, or attempted desertion. The Reichstag have refused to proceed with the Criminal Code till a revision and modification of the military regulations has been made. The subject of flogging in the Navy has also given rise to a stormy debate, one of the members of the House having brought forward a complaint that one of the sailors of the *Vineta* had been lashed with the cat-o-nine-tails. Admiral Jachmann was obliged to confess the truth of the statement, but urged in extenuation that the culprit had been degraded to the lowest class, and then for a fresh offence had received corporal punishment, as the only means of preserving intact the discipline of the service. Count Bismark defended the necessity of such acts under certain circumstances, and which, if allowed to go unpunished, might create a mutiny, and endanger the safety of the ship and the lives of the officers and crew. The House then busied themselves with home subjects, among which was the Budget, which is still being proceeded with. The item of "Post-office" caused great interest, as the Post-master-General gave some particulars of the results of his department for last year. The present system was introduced at the commencement of 1869, and from the great reduction in the postage created in that year a considerable deficit. The system is very simple. There are now only two rates of postage, one and groschens; the first franks a letter all over Germany if not weighing more than a loth (rather better than half an ounce), and the second for letters weighing from one loth up to half a pound. Unfranked letters pay a fine of a groschen, and newspapers as well as all other printed matter pay a one-third of a groschen for two and-half loths for any distance. As a groschen is a fraction more than a penny, and a loth is a tenth more than half an ounce, it will be seen that postage in Germany is considerably lower than the English penny post system. The number of letters that passed last year through the German post offices was 275,694,084, showing an increase of 10 per cent. on the previous year. The number of unpaid letters had diminished by 28½ per cent., with a corresponding augmentation on the prepaid ones. There are 1,700 mail trains on railways that cover every day 1,693 German miles of distance; 713 of the trains have travelling post-offices in them. The sale of postage-stamps produced \$10,729,117. Of money orders 9,440,260 were issued for the interior of Germany for the sum of \$116,957,280, and 418,107 for \$7,462,043 for other countries with which treaties have been concluded.

Money appears to be very plentiful in Germany, if one may judge from the vast sums subscribed by capitalists for new enterprises of various descriptions; among others I may mention the formation of two new joint-stock banks here and one at Berlin. The "International Bank of Hamburg" is formed for the object of liberating the foreign trade of this city from its subjection to the English money market in negotiating its remittances and bill business, which it will for the future undertake by means of its branch establishments in different foreign countries. The purpose of the new "Commercial and Discount Bank of Hamburg" is mainly to facilitate the trade of this city by freely discounting local bills at three and six months. The system hitherto in force here is to sell all goods for immediate payment, and local bills are regarded with distrust and even suspicion; but as a different system obtains at Bremen, where goods are sold on credit, for which bills are taken, and is found to work well and require comparatively less capital to do a large business, whilst the Bank of Bremen discounts freely the local bill; it is proposed to imitate the course pursued by the Bremen merchants, and no longer throw suspicion on local bills, and with this main object the bank has been established. It was originally proposed to establish the International Bank at Berlin, but so many formalities had to be overcome, accompanied by such loss of time, that the Hamburg houses that had promised their support lost all patience, returned home, set to work, and established the bank in a single week, with a capital of ten millions of marks banco, of which the promoters furnished one half, and the other half was offered to the public at par, which was immediately taken up, and now commands a premium of 10 to 12 per cent. In the meantime the people at Berlin, nothing daunted by the promptitude and success of the spirited Hamburg capitalists, plodded on with their usual perseverance, obtained their "concession" and the royal consent to their "statutes" or by-laws—things unknown and unnecessary at Hamburg—and at length were in a condition to offer their shares to the public. It must certainly have been very gratifying to the feelings of the Berlin promoters to witness the extraordinary success of the subscriptions. It was decided only to call for two millions of dollars, and, lo and behold, two hundred and eighty five millions were subscribed for in one day, so that a repartition had to be made, and those who subscribed for less than 105 shares got none, and the larger subscribers had to submit to a reduction in proportion. The institution is known by the name of *Die Deutsche Bank*, or the "German Bank."

By the Treaty of Vienna in 1815 it was decreed that the navigation on all the rivers in Germany should be free, but the abolition of river dues has not yet been accomplished. The same stipulation is contained in the Constitution of the North German Confederation made in 1866, and on the Rhine and some other rivers the concession has been put in practice, but not so on the Elbe. The time appears, however, to have now arrived for their abolition, the difficulty being to devise some plan of compensating the States through which the river passes for their losses by no longer raising toll. Count Bismark has

now taken up the matter with his usual energy, and has brought it before the Federal Council, where at his suggestion the question has been quickly disposed of, and it will probably be brought before the Reichstag or Federal Parliament shortly after the Easter vacation. There are now only three States that require pecuniary compensation; these are Mecklenburg-Schwerin (who by the new arrangement is to receive \$500,000), Anhalt (\$85,000), and Lauenburg (\$36,000), the last-named, though belonging to Prussia, not being as yet thoroughly incorporated, and having still its own separate Government and finances—all the other riverine States (Austria, Prussia, Saxony, Hanover—now Prussian—and Hamburg) having renounced all claim to compensation. Mecklenburg is still a malcontent, and claims a larger amount (\$1,250,000), but there is good reason to believe that the King of Prussia will easily find means to persuade him that half a loaf is better than no bread, and that if he maintains his demand the half million may slip through his fingers. The compensation money is to be borne on the Federal Budget.

The "entre fillet" of the *Nieuwe Rotterdamsche Courant*, alluded to by your correspondent at Rotterdam in your last issue, of a steam company being in course of formation here for communication with Java, China, and Japan (via the Suez Canal), is entirely without foundation, and the learned Theban probably confounded it with the extension of the field of operation of the Hamburg-American Steam Company, by the creation of a new line of steamers to Central America and the West Indies, and a reinforcement by a set of new steamers on their already existing line to Havana and New Orleans. The additional capital required for this new service is not six million thalers, but only two millions, one half raised by a mortgage loan on the property of the company, and the other half, or two millions marks banco, being offered to the present shareholders at par in the proportion of one new share for every two old ones. As the old shares command a premium of 30 per cent., and the company has just declared a dividend of 15 per cent., there can be little doubt of the new shares being eagerly taken up.

COMMERCIAL.

Recent large arrivals of Cassia Lignea at first created a dulness in the market, and threatened a fall in the quotations; but that danger is for the present removed, as considerable orders have come to hand, the execution of which has cleared off more than 7,000 chests, and since then the prices have recovered their former position. None is now to be had under 12½ schillings banco per lb. Pepper is firmly held, but the dealings have been limited. Cleaned rice commands a moderate sale at steady rates, but rough is neglected. No alteration in tea, and business confined to the execution of orders for consumption. It is stated in the London papers that the 240 chests of the wretched stuff, of which six chests were seized and condemned as not fit for consumption, have been sent over here for sale. It is very possibly the case; but if so the importers, before attempting to sell them, will first mix them up with other descriptions, which they can do in their own warehouse, free from all supervision and control, the right of "manipulating" (that is the expressive word) being one of the great privileges of a free port. Nothing to say about Spelter.

SHIPPING.

ARRIVED.—Oscar Mooger, from Bangkok; Cecilia, from Whampoa and Canton.

SAILED.—Seamew, to Shanghai; Schwan, to Nicolayefsk.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, April 8.

The First Chamber is discussing the Agrarian Bill for Java, the debate upon which was opened on Monday last; several members have taken part in the discussion, but not one new argument has been brought forward. It is impossible to foretell what will be the definite result of the debate, of which the Section Report does not give the least indication. It is, if possible, less colourless than those reports commonly are. Some members complained that the Bill was unsatisfactory in not going far enough, while, on the contrary, there were others who judged it too Radical, and some again wanted further explanations. The report overflows with these vague expressions; but we are not told what was the opinion of the majority. This much is certain, that there is in the debate, as there was in the sections, a good deal of party spirit displayed, and that the Opposition papers become from day to day more furious in their attacks upon the measure, and in their appeals to the Lords to reject the Bill. They even assert that, if it should be rejected, the King would not dissolve the Upper House, although not one Liberal paper has said that such a course would be adopted if, indeed, the Lords should prevent the Ministry from taking this first step towards the introduction of Liberal reforms in India. As I hope to be able to telegraph the definitive result before the mail closes, I think it is of no use to reproduce any speculations as to the possible fate of the Bill. For my own part, I have great confidence in the political wisdom of our lords, and feel sure that they will listen to the good advice given them. Just before the opening of the debate a liberal pamphlet was published by the well-known Mr. de Kinder de Camercoq, in which he adduced several new and weighty arguments in favour of the Bill. This author writes with great authority, and his knowledge and experience are disputed by no one. The pamphlet is, consequently, of much greater interest than that published by Mr. van der Wyck, the tenour of which was so incomprehensible that the Conservatives took him for one of their warmest supporters, but he has since said, in the *Nieuwe Rotterdamsche Courant*—which paper criticised the work severely—that he only attacked the Bill because "it was not radical enough." Mr. Philipe, the President of the First Chamber is dangerously ill; and the Conservatives regret this very much, because they believe that he would have used his influence to have the Bill outvoted.

The Second Chamber has been occupied with Bills which are of but slight interest to your readers. The principal measure carried was that to establish a State academy for sculptors, painters, and engravers.

The promoters of this Bill are of opinion that Dutch art will be revived by this institution. *Qui vivit erra*, but I think that it will tend to create a great many mediocrities. Some rumours are circulating which are not very flattering to the Minister of Justice, who has had to defend the blunders made by some learned, but not infallible, judges, who, amongst other mistakes, had condemned to death an idiotic girl of fifteen years. This fact was brought to the notice of the Lower House, and the behaviour of the Minister created the greatest disgust amongst some Liberal members. I have reason to believe that some of them will continue to support him, because they desire that he should have the opportunity of defending his Bill to annihilate capital punishment, but their indulgence is not at all founded upon a confidence in his wisdom or prudence. But *revenons à nos moutons*. It is my duty to state some particulars with regard to two interpellations. The first refers to the telegraphic communication between Java and other countries. Mr. Heemskerk Az, who interpellated the Minister of the Colonial Department about some concessions which have been asked for but not yet granted, was of opinion that the Minister had not done so much as he might to promote the several plans for giving the telegraphic net in our colonies the necessary extension. The Minister stated, in reply, that it was impossible to grant to the concession-hunters all they asked for, and he declined to give anyone of them a monopoly or exclusive right; but, nevertheless, he was able to assure the members that within a very short time a concession would be given for the communication between Java, Ceylon (*via* Singapore), and China; and between Java, Timor, and Australia. The other interpellation concerned H.M.'s screw-steamer *Argus*, built according to the plans of the former (Conservative) Cabinet in a private yard. Mr. de Casembroot asked some questions of the Minister about this vessel, which started some days ago from Hellevoet for Java, but which has since put in to Plymouth. Mr. de Casembroot was of opinion that the vessel was not built as it ought to have been, and that it was not seaworthy, and he further stated that the commander made objections to proceed further with the voyage because the vessel pitched in a dangerous manner. The answer of the Minister was not so satisfactory as it might have been. He denied that the vessel was so bad as was stated, but on the other side he owned that she pitched. He, however, gave the assurance that the ship should not proceed with the voyage until a minute inspection should have been made, and said that the voyage to Plymouth ought to be regarded merely as a trial trip. This fact has made a painful impression, and some papers regret that no more care is taken in order to prevent money being thrown away. The members of the Second Chamber will take their Easter recess on the 9th inst., and will not meet again before the 10th of June, at the end of which month they will again leave the Hague until the close of the session.

I regret having to confirm my communication that our capitalists have shown some reluctance to subscribe the capital for establishing the Steam-line Company "*Nederland*" (Holland and Java). Notwithstanding that Prince Henry is honorary president of the Commission, that its other members are of the highest respectability, and that the plan was promoted on a most efficient basis, the subscriptions only amount to 2½ millions of guilders, and it was stated publicly by one of the members of the Commission that the greater part of this sum was subscribed by only a few gentlemen. In our financial circles it is said the Commission made three mistakes, by which this reluctance may be explained. In the first place, the profit of sixteen per cent., promised in the prospectus, was regarded as humbug; it was known that several members of the *haute finance* were among the promoters of the plan, and if such an enormous profit could be made they of course would have furnished the capital themselves. In the second place, it was considered to be an error that the vessels were ordered before the Commission had any certainty that the capital would be subscribed, which fact caused the public to believe that their money was not wanted. The third mistake was the stipulation that the vessels should be built on the Clyde; our Protectionists with good reason complain of this, and do all they can to prevent the success of the project. The Commission, after the first *échec*, reopened the subscription, and in two days the last million—3½ millions were wanted—was furnished. It is said that the Prince and the Trading Company, who subscribed each for f.100,000, have doubled this amount, whilst his Majesty the King has also become a shareholder. Early in 1871 the first steamer will start from here direct to Java. That the undertaking will be a profitable one is quite certain, and it would have been a matter to regret if the endeavour had not been crowned with success. It was, indeed, a vital question for our trade, and it would have made the worst impression in Java if such a trifling sum as 3½ millions could not have been obtained in Holland for such an undertaking.

About the Court I hear great news. Our Queen returned, *via* Brussels—where her Majesty took a luncheon at the Royal Palace, from England, and it is now widely rumoured that she crossed the canal to negotiate a marriage between our Prince of Orange and Princess Louise of England. It seems that this is a well founded *dit*. The niece of this prince will be married in a few months to the German Prince of Wied, and on that occasion a commission (Mr. Messerschert van Vollenhoven, Member of the First Chamber, president) will offer to the princess a national present as a mark of homage and respect. According to a private letter from Palermo, Prince Alexander will, on the 10th of May, return home on board H.M. steamer *de Valk* from his trip to the Mediterranean.

The Section report has been published upon the Bill, by which the Minister for Foreign Affairs asks a credit for a diplomatic establishment in China. Several members are of opinion that this Bill should have been withheld until the next Budget is brought forward, and the general opinion expressed is not very favourable to the measure. The promoters consider it desirable that in view of the extension of our commercial relations with the Far East, this mission ought to be established, but many other members feared that if we are represented by an Ambassador in China, it would become necessary to station several of our men-of-war in China water.

Messrs. T. G. Bunge and C. A. Commelin have been appointed pre-

sident and vice-president of the council of managers of the Nederland Steam Company.

The Java Agrarian Bill was carried this day in the First Chamber, by twenty-five against twelve votes; there were two absentees from the division. General satisfaction at this result is expressed.

COMMERCIAL.

The rate of discount remains unaltered, and in the open market a good demand for money is apparent. The market for public securities is generally flat, but the closing tone is somewhat better. The variations in Foreign Bonds are of no importance. Dutch Two and a-Half per Cents., 55½; Three per Cents., 67½; Four per Cents., 86½; Trading Company, 120½; Obligations of Railway Company, East India, 91.

The result of the March coffee sale, for account of the Trading Company, and that of their sugar sale, the particulars of which were communicated in my last letter, have been equally favourable with that of their tin sale. Prices for these articles have continued to be well maintained at the advance established at the sales, and although there has been but little doing privately, this is mainly to be attributed to the firmness of holders. The general aspect of our market for other leading articles of produce has undergone but little alteration. Arrivals are light, in consequence of contrary winds, rendering the private supply moderate. The deliveries of coffee last month were very large.

COFFEE.—There is a steady demand for the lots resulting from the last sale, but holders decline to operate without a further advance. Some parcels have changed hands chiefly for export, including 2,000 bags Java, ex Prinses Amalia, at 44c. to 46c.; 750 bags do., ex Pop Smit, Vesta and Allegonda Jacoba, at 31c. to 36c.; 500 bags do., ex Eudora; 1,006 bags do., ex Pinella, at 32½c. to 35½c.; 997 bags Padang, ex Waalstroom, at 38c. to 40c.; 2,426 bags Macassar, ex Norak Flag, at 31½c. to 35½c.; 866 bags Rio, ex Nanette, on secret terms. The stock was on the 1st inst. on warrants, 214,200 bags. Unsold Trading Company's stock, 262,000 bags; private stock, 49,900 bags Java. 2,000 b. Java, ex Ellen, and 500 b., ex Eudora, sold on secret terms. Gutta-percha: 4,450 kilos. were realised at very high prices. Rice: 10,469 b. Java Carga, ex Ida Elisabeth, changed hands. Rattans: The auction held by the Trading Company went off as follows:—42,700 b. sold—Borneo, at f.8.90 to f.14; Banjermaessing, f.9 to f.9.70; Padang, f.8.40 to f.9.30; Koetie, f.7.80 to f.8.20. Silk: 359 b. Japan sold in auction at the following prices:—83 b. Aecherzan, f.28 to f.35.75 per kilo.; 79 b. Sodai, f.30.50 to f.38.25; 48 b. Oshio, f.33 to f.46; 26 b. Ida, f.32 to f.33.25; 32 b. Maiba-h, f.36.75 to f.39.75; 75 b. Sinahiu, f.38.25 to f.43.50; 4 b. Shida, f.31.25 to f.32.25; 4 b. Goshio, f.33 to f.36; 4 b. Mastah, f.30.50 to f.4. Tamba, f.31; 37 b. were bought in.

RAW SUGAR.—The business done privately has been confined to the sale of about 6,000 baskets Java, at f.½ to f.1 under March value. The market is somewhat depressed, by the uncertainty which prevails about the question of an alteration in the English duties. The private stock was on 1st inst. 3,956 mats.

JAVA TOBACCO.—The public auction, which was held on the 80th ult., at Amsterdam, went off as follows:—1,710 b. Java, trade mark PK/, Bilitar partly sold at an average price of 34c.; the rest bought in at 36c. to 65c.; 1,132 b. Tempeh, partly sold at 36½c. in average; the rest bought in at 42c. to 70c.; 369 b. K sold at 31½c. in average; one lot bought in at 40c.; 62 b. Amat sold at 27½c. to 29c.; 3,126 b. JN sold at 20c. to 52c.; 230 b. Djarit sold at 53½c. in average; 147 b. Bilitar/Walter bought in. The stock was, on the 1st inst., 7,637 b. Java, 250 b. Sumatra, and 432 b. E. I.

RICE.—A late arrival of 9,880 Java table, ex Noach II., was brought into the market, and sold at various prices, ranging from f.8½ to f.12, according to quality. A lot of 248 mats Java, ex Peri, also changed hands.

ARRACK.—Sales have been closed on secret terms of 34/1 and 34/2 cases Batavia, ex Northumberland; 50 casks do., ex Escham; 100 casks do., ex Equator.

SPICES.—Sales have been closed by private tender of 32 casks Nutmegs, 3 casks and 2 cases Mace, imported on private account, per Noach II. and Zephir. The markets look very healthy; the deliveries of the Trading Company last month were important. Nutmegs: No. 1 is quoted 120c. to 121c.; No. 2, 116c. to 117c. Mace: 195c. to 200c. Cloves: No. 2, at 29c.; No. 3, at 27½c. The stock was as follows on the 1st inst.:—

	Nutmegs.	Mace.	Cloves.	Cinnamon.
Deliveries in March	106 casks	14 casks	30 casks	45
Stock on Warrants	3,008 "	172 "	2,719 "	—
Unsold stock	917 "	347 "	—	—

TEA meets with a steady demand, and prices are firm. There is, however, but little doing, in waiting for the forthcoming auction, ex Panuco, which will take place on the 22nd inst. The stock comprises 7,300 chests China and 10,700 chests Java, of which 8,728 chests Java will be offered on the 28th inst. The valuations are as follows:—Pekoe Souchong, 115c. to 130c.; Pekoe, 150c. to 500c.; Tonkay, 115c. to 140c.; Sehin, 80c. to 100c.; Hysant, 130c. to 150c.; Uxim, 160c.; Joojes, 170c. to 180c.; Boey, 65c. to 80c.; Congou Boey, 80c.; Congou, 80c. to 90c.; Souchong Boey, 80c. to 85c.; Souchong, 80c. to 105c.; Pouchong, 85c.

PRESERVED GINGER.—In auction, of 500 chests China from Macao, *via* London, per Castayr, 310 chests were sold, at 79c. to 81c. The remainder was bought in. A lot of 250 chests offered for sale was bought in at 80c.

TIN.—Before the Trading Company's auction Banca was selling at f.71 for usual prompt, and some transactions also took place for delivery ex the public sale, at f.69 to f.72½, at which latter figure there continued to be sellers. The auction went off very favourably, and not only the whole quantity of 76,863 slabs Banca was sold at f.72½, and 1,691 slabs Billeton at f.72½ to f.72½, but buyers will only obtain two thirds of what they bought. More than half the quantity was bought by one house, which had previously a stock of 31,000 slabs. Since the auction there has been a most animated demand, and lots have changed hands; Banca, at f.74, f.75, f.76½, and f.76. Billeton, at f.73½ and f.74; and floating, f.72½. Stock of Banca on warrants, 30,958; unsold stock,

102,922 slabs; floating, 26,300 piculs. Billiton, unsold stock, 1,691 slabs.

INDIGO.—The market looks very healthy; for good and fine quality from 25c. to 30c. has been paid above the December prices, whilst for ordinary quality at the prices of 250c. to 325c. an advance was paid of 70c. to 80c. Under these circumstances the forthcoming auctions, on which 316 chests are to be offered, will have a very favourable result. The valuations run between 225c. and 710c. The private stock comprises 225 chests.

COCOA-NUT OIL.—Small parcels have changed hands at f.28½, and but little is offered at this price.

HIDES.—In a few days important lots will be offered by private tender. The stock of Java was, on the 1st inst., 9,651 Rinder and 4,126 buffalo.

DRUGS.—Cassia Fistula: 479 b., ex Amstelrooom, and 69 b., ex Eurydice, sold on secret terms. Gutta-percha: 1,900 kilo. Macassar, ex Norsk Flag, sold at secret, but very high prices.

RATTANS.—The following lots have been sold:—300 piculs ex Strathblane, 235 piculs ex Peri, 185 piculs ex Norsk flag, 300 piculs ex Almo, and 15,000 bundles ex Europa.

SHIPPING.

ARRIVALS.—March 24, at Brouwershaven, from Banjoewangie, Ida Elizabeth; at Flushing, from Banjoewangie, Johanna; at Texel, from Banjoewangie, Jan Pieterszoon Koon; 25, from Batavia, Willemina and Clara, Europa; 26, at Brouwershaven, from Batavia, Mina; 27, at Texel, from Batavia, Heymath; 29, at Zierikzee, for Rotterdam, Burge-meester Hoffmann; April 2, at Brouwershaven, from Batavia, Jason, Kinderdyk; from Banjoewangie, L. J. Enthoven; at Texel, from Banjoewangie, Bestevaer; 4, at Brouwershaven, from Tjilatjap, Catharina Maria; at Texel, from Batavia, Koning Willem II.; 5, at Brouwershaven, from Banjoewangie, Copernicus; 6, at Texel, from Batavia, Professor van der Boon Metsch, Libertas.

DEPARTURES.—March 26, from Hellevoet, for Batavia, H.M. str. Argus; from Texel, for Batavia, Jupiter, Anna and Sophia; 27, from Brouwershaven, for Melbourne, Nereus; 27, from Texel, for Samarang, Aria and Betsy; 29, from Brouwershaven, for Samarang, Ortelius; for Batavia, Bastiaan Pot; for Singapore, Maria Diederika; April 1, from Brouwershaven, for Samarang, Honigby; from Texel, for Batavia, Helena, Nicuue Waterweg; for Samarang, Ferdinand and Louis; for Sourabaya, Gesiena Maria; 2, from Brouwershaven, for Batavia, Otto, from Zierikzee, for Samarang, Anna Margaretha; 4, from Texel, for Yokohama, Prinses Amelie.

FREIGHTS.—The Government has chartered the Kosmopoliet II. to convey troops from here to Batavia. The Trading Company has chartered the Sumatra and De Grondwet to convey coals from an English harbour to Java.

PASSENGERS OUTWARD.—For Java: Per Jupiter, Messrs. H. J. C. Jansen and family, R. H. Clarkson and family, H. Krull, R. Neuman, J. van der Heyde, C. de Lang, H. Huismans and family, W. J. Jansen, L. Lutz, and 125 soldiers; per Aria and Betsy, Messrs. P. Meeter and family, Huismans and family, Laars and family, Miss Budding, Mr. Reuvekamp, Mrs. Kerchof and family; per Ortelius, Messrs. Hessig and family, van Wynen and Beer; per Nieuwe Waterweg, Messrs. Leers, van de Poll, Winckel, van Oordt; per Ferdinand and Louis, Mrs. Meyer Soesman and family, Mrs. Ontrop and family, Messrs. Krooymans, Vieleers and family; per Gesiena Maria, Mrs. van Munster, Mrs. Tarenshoek and family, Mr. Oudaatje and family; per Aamstedede, Mr. D. Koek; per Otto, Mr. H. S. Loman, Miss S. A. Aleerburg.

PASSENGERS INWARD.—From Java: Per Prinses Amalia, Messrs. Eikema and family, Alouder and Borst; per Ida Elisabeth, Mrs. von Laer and family, Miss Grevelink, Mr. A. Luke, Mr. L. Jonkman, Messrs. M. Schultz, J. Verboom, and M. Hazard; per Wilhemina and Clara, Messrs. Dessauvage and family, Veltman and family, Mrs. Schey and family, Miss Rombout, Messrs. van Lier, van Lennep.

UNITED STATES.

The decline of American commerce consequent on the diminution of American shipping is giving great concern to Congress. Projects of various kinds have been suggested with a view to restore to the flag of the Union that commanding position on the seas which it once held. Americans are not unnaturally humiliated at the circumstance of every ocean line of steamers between the United States and Europe being in the hands of foreigners. As a remedy for this state of things, it is proposed to subsidise lines of steamers between America and Europe, and thus to remove in part the existing inequality. President Grant shares the desire of his countrymen to re-establish the American Mercantile Marine. He avows his dissatisfaction at the sight of foreigners reaping a rich harvest by doing work which ought to be executed by Americans; he has characterised the annual payments of from twenty to thirty millions of dollars made for freight as "a drain upon the revenues of the country equal to casting money into the sea, as far as America is concerned."

The Chinese immigration question is still being agitated. A Memphis paper announces that an English company, the Merchants Trading Company of Liverpool, is going into the business of importing Asiatic labour into the United States, and has appointed an agent to reside at Vicksburg, Mississippi. This agent, a Colonel Gowan, says he can supply 100,000 Chinese labourers within twelve months if necessary, his company having nine steamers and twenty-nine sailing vessels, with an aggregate tonnage of 56,000, available for the trade. The Merchants Trading Company has issued a circular stating the terms upon which Chinese immigrant labour can be secured, all their rules being strictly in accordance with the treaties between the United States and China. The price of each labourer, delivered at Charleston, Savannah, Pensacola, Mobile, or New Orleans, is \$250 gold.

THE LOSS OF THE "ONEIDA."

On the 14th ult. the collision between the *Oneida* and *Bombay* off Yokohama was referred to in the Senate. Senator Morton (Republican), of Indiana, offered a resolution requesting the Naval Committee to report to the Senate a series of joint resolutions expressing the deep sorrow of the nation for the loss of the officers and men on board the United States war-ship *Oneida*, testifying to the national admiration for their gallant conduct, and expressing the national abhorrence at the inhuman and brutal conduct of the commander of the *Bombay*. Senator Conkling (Republican), of New York, said he thought the resolutions prejudged the case, and he suggested a modification, so as to leave it discretionary with the Committee to make such a report if the facts warranted it. Senator Morton said he was willing to accept the modification, and the resolution was finally laid aside, with a view to securing further information on the subject.

In compliance with a resolution passed by the House of Representatives, the Secretary of the Navy has transmitted the information in his possession relative to the loss of the *Oneida*. The Secretary says, from an examination of the testimony before the Court of Inquiry, and evidence in the possession of the Department, and also of the testimony of the master, Yates, the officer on board the *Oneida* at the time of the collision, it is the opinion of the Department that the *Oneida*, when she was struck, was steaming her proper course out to sea from the harbour; that the ship was well commanded; that the discipline on board was good; and that all necessary precautions had been taken by her commander to insure the safe navigation of the vessel and prevent a collision. The rules of the road were conformed to agreeably to regulations of the United States' navy, and no blame attached to the officers or crew of the *Oneida* for the collision. The Secretary says it is asserted by the captain and some officers of the *Bombay* that the *Bombay*, on rounding Kanon-saki Point, approached the *Oneida* ahead, or a little on the port bow, and then took a course which would have carried her well clear of the *Oneida*. This assertion is, in the opinion of the Department, inconsistent with the real result of their evidence when closely examined, and it is forced to the conclusion, on evidence now before it, that this disaster occurred through the bad navigation of the *Bombay*. No means appear to have been taken by the captain of the *Bombay* to render any assistance to the *Oneida*, although it seems inevitable that he should have had reason to suppose that damage had been done which was serious and dangerous. Whatever doubt might exist as to the responsibility for the collision, there could hardly be a question as to the conduct of the captain of the *Bombay* after the collision, and the department was constrained to say it appeared to have been the result of reckless disregard for human life and of the common obligations of humanity. Immediately upon receipt of the document containing these statements a resolution was carried by the House ordering the Secretary of the Navy to have an inquiry made into the *Oneida* disaster, with a view of ascertaining the responsibility for the disaster and the conduct of the captain of the *Bombay* after the collision. This resolution has been confirmed by the Senate, and approved of by the President, and the inquiry is to be immediately commenced.

THE AMERICAN NAVY IN CHINA.

Since the withdrawal and sale of a portion of the United States squadron stationed in the Eastern waters the Naval Department have been busily engaged in fitting out and overhauling three of the finest vessels in the service preparatory to sending them to China and Japan.

The *Benecia*, a magnificent sloop of war, carrying a battery of fourteen guns of heavy calibre, sailed from the Boston Navy yard on the 5th ult., and will soon be followed by the *Alaska* and *Colorado*. The *Alaska* is a wooden sloop of war, built from the latest and most approved models. She was launched from the Boston Navy-yard in July, 1869, and was placed in commission in November. Her armament consists of fourteen guns, ten of which are nine-inch shell guns, one an eleven-inch Dahlgren, throwing a two hundred pound solid shot, and two brass howitzers on the main deck. She is clipper-rigged out and out, and after leaving port will pursue her voyage under sails alone, except when necessity requires the use of steam. Her length is 251 feet, depth of hold fifteen feet, with a draught of sixteen feet of water. Among her officers are several who have distinguished themselves during the late war. Her commander was the recipient of a valuable sword, presented to him by the citizens of New York, for his gallant action with the *Alabama*, while in command of the gunboat *Hatteras*, off Galveston, in January, 1863, during which engagement his vessel was sunk. The following is the full complement of officers:—Commander, Homer C. Blake; Executive Officer and Lieutenant Commander, C. M. Chester; Lieutenant, A. S. Snow; Ensigns, R. M. G. Brown, J. B. Smith, C. W. Chipp, C. T. Force, A. V. Wadhams, and N. L. Roosevelt; Chief Engineer, W. H. King; Second Assistant Engineer, S. L. Cooper; Paymaster, Frank Clarke; Surgeon, J. Clark; Assistant Surgeon, S. W. Latta; Lieutenant of Marines, J. B. Breese. Her crew consists of 241 men and 36 marines. The *Colorado* is considered by naval critics one of the finest American frigates afloat, not excepting even the *Franklin* and the old *Niagara*. She is being rapidly provisioned and supplied with ammunition. Her battery consists of forty-four nine inch guns, twenty-two on a broadside, each throwing a one-hundred pound shot. The subjoined is a list of her officers:—Rear-Admiral commanding Fleet, John Rodgers; Fleet Captain, E. T. Nichols; Captain in Command, Geo. H. Cooper; Lieutenant Commander, Silas Casey, jun.; First Lieutenant and Navigator, H. F. Pickney; Second Lieutenant, O. R. Hagerman; Lieutenant, W. W. Mead; Masters, Taiten, Melvane, and Keyes; Ensigns, Moore, Drake, Welsh, Selfridge, Stevens, and Pillsbury; Fleet Paymaster, J. N. Carpenter; Fleet Surgeon, H. O. Mayo; Assistant Surgeons, C. J. S. Welles and C. L. Cassin; Fleet Engineer, A. Henderson; First Assistant Engineer, J. S. Finney; Second Assistant Engineer, H. Slosson; Fleet Marine Officer, M. L. Tilton; Second Lieutenant of Marines, Wm. J. McDonald, jun. Her crew consists of 600 men, with 55 marines.

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SIR R. ALCOCK'S CONVENTION.

To the oft-repeated question, Will the new China Convention be ratified? we may now safely answer, No. From the beginning of the negotiations there was an understanding that it could not be finally concluded with one, unless accepted by all the Treaty Powers; for endless complications would have arisen had British merchants in China paid duties on a different scale, and been placed in many other respects on a different footing, from those of other nations. The United States Government, in its present humour, would be ready to accept a treaty even more favourable to China than this. Holland and some other Continental nations might have been content to follow in the wake of England and America; but France certainly would not, and the adhesion of Russia is more than doubtful. Count LALLEMAND, the French Minister to Peking, is now in Paris; his leave of absence has expired, but his return to China is postponed until the question of the ratification or rejection of the new Anglo-Chinese Convention is settled. We have good reason for believing that the views of the French Government are in accordance with those expressed by the deputation of London merchants to Lord CLARENDON, and that the consent of France will therefore be withheld.

But if even we put aside the question of the assent of other Treaty Powers, it is no less certain that the thorough exposure that has taken place here of the defects in the Convention will necessitate its rejection by Her MAJESTY'S Government on its own merits. Already one important provision—the right of the Chinese to establish a Consul in Hong Kong—has been abandoned by the Foreign-office. The first breach has been made, and the fall of the entire fabric must follow. Nothing will be made known officially until after the arrival of Sir RUTHERFORD ALCOCK, who has reached Paris (*via* Brindisi), and will probably be in London to-morrow. No reply has yet been received to the last communication addressed by Mr. MATHESON (on behalf of the Committee of London merchants) to Lord CLARENDON, and there is little doubt that Sir RUTHERFORD'S assistance will be required in framing one. We may look for a further justification or defence of the Convention; for we understand Sir RUTHERFORD still believes that if allowed a fair trial it would be found to work well. Admirably, no doubt, for the Chinese; but we do not for a moment believe that in its present shape it will be ratified. What will be the next step—whether we are to remain on the old footing until a new Minister shall have been despatched to make yet another new treaty, or whether Sir R. ALCOCK will return to Peking with his rejected one, and try to make it more acceptable by another process of revision—remains to be seen.

ADMIRAL DE LA GRANDIERE, lately Governor of Saigon and Commander-in-Chief in French Cochinchina, has finally resigned the post, and Admiral OHIER, it is believed, will not return to that country, on account of his health. A new appointment may therefore be expected to be made shortly.

THE "BOMBAY-ONEIDA" CASE.

WE have now before us the whole of the evidence given before the Court of Inquiry held to investigate the collision between the *Bombay* and the *Oneida*, and some of the questions most involved in doubt are to a certain extent cleared up. The statement that the shock, terrible as it was to the war-steamer, was but slightly felt on board the mail-packet is corroborated. The assertion that the *Bombay* was going full speed at the time, and did not even slacken speed after the collision, is conclusively disproved. The fact that the *Oneida*'s guns were not heard, and no signals of distress seen by those on board the *Bombay*, is also accounted for by the fact that the "primers" for the guns and all the blue-lights and rockets on deck were carried away by the collision; and, as the ship was under full sail and steam, with a fair wind, she had run some miles away from the spot before others could be found. Even then a gun had to be loaded; for the statement at first put forth, that several guns were loaded at the time of the calamity, now proves to be incorrect. In the meanwhile, Capt. EYRE, not seeing or hearing any signs of danger, and reassured by his pilot, resumed his voyage after a stoppage of some few minutes only. All these circumstances tend very much to modify the impression made by the accounts first received through American sources. Still, the Court found Capt. EYRE guilty of culpable negligence, and suspended his certificate for six months. In this country there is a general feeling of dissatisfaction with the decision, and the press calls for a further and more searching investigation. We do not advocate this course for the sake of invoking any increased penalty on Capt. EYRE, for a vindictive punishment is not called for. The recollection that over a hundred fellow-beings were struggling in a watery grave at the moment when, impatient of delay, he gave the word to proceed, will, we should think, be in itself a life-long punishment. But there are many irreconcilable points in the evidence on which the decision of the Yokohama Court was based, and for this reason a further inquiry is, we think, very desirable. It would at least prove to the fellow-countrymen of those lost that the sad fate of their fine ship's crew was not viewed with indifference in England.

THE SUEZ CANAL COMPANY.

SEVERAL members of the direction of the company—Admiral EXCELMANS, MM. G. MILLOU, the Marquis DE RAIGECOURT, G. COUTURIER, and G. FLEURY-HERARD—seceded lately, and, in consequence of some misunderstanding, have addressed a joint letter to a journal (the *Messenger de Paris*), stating that their resignation was connected with questions generally interesting to the company and the shareholders. We are not aware what may be the differences at the board, but we know of one question now pending which has some importance for British merchants and shipowners; this refers to the mode of calculating the tonnage of vessels passing through the Canal. Heretofore the rating has been on the registered tonnage, but it is proposed that in future, when the actual cargo surpasses the registered tonnage, the charge shall be made on the former. We are not aware what are the probabilities of this proposal being carried, and we understand that three months' notice will have to be given, but it is known that such an arrangement would fall principally upon British shipping, and we suggest to the company whether it is wise at the present moment to add to the causes which may possibly deter British owners from using the Canal; we wish it all imaginable success, and we should be sorry to see any new impediment. It has already been shown how large a proportion English trade is likely to furnish to the funds of the company, and we can assure M. DE LESSERS that the likeliest mode of diminishing the gross receipts from that source is to raise the rates.

The passage of the *Hooghly* and *Imperatrice*, and the determination of the Messageries Company to run their future fortnightly mails through the Canal, promise great things for the company, and we trust that the deepening and maintaining of the channel will be looked after without too much delay, so that the P. and O. may feel justified in following the example of the French Company; and we are sure that until the last remnant of a doubt upon this head is removed the true policy of the company would be to hold out every inducement to English owners, and not to depart from the ordinary modes of calculating tonnage. If nothing but cargoes

of valuable goods were in question the proposal referred to would be fair enough; but English commerce is of an average kind, and only ordinary rules should be applied to it. Again, if a vessel is to be charged for the amount of cargo she carries over and above her registered tonnage, she ought certainly, on the other hand, to be allowed for the deficiency of cargo. Let the tonnage be charged either on the ship's measurement or on the cargo; but for the company to take the benefit both ways would be manifestly unjust and impolitic.

Since the preceding was written the annual report of the company has been published, and we extract from it the most important items. The total receipts of the company to the end of last year are stated to amount to £18,145,785, and the expenditure to the same sum, less £833,470. The necessary expenses for the current year are given as follows:—1. Payment of debentures and coupons outstanding. 2. Payments on account of the loan of one hundred millions. 3. Expenditure necessary for the completion and maintenance of the Canal, the widening of certain curves, and general administrative expenses—estimated altogether at about 30,000,000 francs (£1,200,000), leaving a balance of about 400,000, which, it is hoped, will be obtained from the Canal receipts; but the state of the balance-sheet will not allow of the payment of the coupons falling due in July. Objections were raised to the non-payment of the coupons, but the meeting went with the direction. The letter of the directors lately resigned, referred to above, was read to the meeting, and explanations were given by M. DE LESSEPS. The report and accounts were approved by a unanimous vote. The report had, however, a very bad effect upon the shares in the market, which fell suddenly from 325 to 270 francs; and the delegations from 225 to 190 francs.

THE agents for the South Italian Railway Company announce some decided improvements in the arrangements for passengers by the Brindisi route. The times are now fixed as follows:—The steamer from Alexandria reaches Brindisi on Tuesday afternoon, and the train leaves at 7 the same evening, reaching Bologna at 2.25 P.M., and Turin at 10.50 P.M., on Wednesday. Passengers sleep at Turin, and leave at 5.25 next morning (Thursday), reaching Susa at 6.35 A.M., St. Michel, at 12.15 P.M., and Paris 6.55 on Friday morning. They may thus be in London by 5.40 P.M. on Friday. In case the Alexandria steamer arrives at Brindisi too late for the 7 P.M. train, the railway company run a special express train to catch the regular train at Turin, so that the Alexandria steamer may sustain a considerable delay, and yet the mails and passengers arrive in London as early as if no delay had been experienced.

M. LE COMTE DE MONTBLANC, who formerly represented Prince SATSUMA in France, is now in Paris as representative of Japan, as several Paris papers have asserted, with the standing of Chargé d'Affaires. We are not in the secrets of the French Government, nor in those of the MIKADO, but we are enabled to assert that the announcement of our contemporaries is somewhat premature. For the advantage of Japan itself, and in the interest of commerce, we should be glad to see regularly accredited diplomatic representatives of that country in all the States of Europe. We may add that M. FLEURY-HERARD has resigned his position of Consul-General of Japan in France.

THE Messageries Impériales steamer *Hooghly* has completed her refit at Marseilles, and will be despatched, via the Canal, with the next mails. The *Peiho*, a new steamer, will be despatched in May, and also an extra steamer about the end of the month. The *Peiho* is a larger steamer than even the *Hooghly*, and the cabins are fitted with two berths only, capable of being extended to three in the busy months. The directors will shortly announce a reduced rate of freight and passage-money for Hong Kong. Mons. LECAT will proceed by the *Hooghly*, on a tour of inspection to China and Japan.

MR. WINCHESTER will proceed to Shanghai in July, to resume his post as H.B.M. Consul at that port. Before leaving he will give evidence before the Committee on the Consular and Diplomatic Service.

MANY of our readers will be gratified to hear that the Senate of the University of Aberdeen have conferred on Dr. LEGGE, of China, the degree of LL.D., in recognition of "his eminent services as a scholar and a minister of CHRIST."

A BLUE BOOK just issued (China, No. 5, 1870), contains a mass of correspondence on diplomatic and consular expenditure in China, Japan, and Siam. We must reserve a detailed notice of it for our next issue.

CAPTAIN JAMIESON, of the P. and O. Company's steamer *Pera*, has been appointed to take charge of the Company's Agency at Suez, and has left for that port by the Brindisi route.

A JOURNEY FROM HANKOW TO TSUNG-YANG.

We have received an interesting account of a journey from Hankow to Tsung-yang, undertaken by Dr. Shearer and Mr. War rick, of the former place, in the month of November last. They were absent nearly three weeks, in the course of which they travelled between three and four hundred miles. The weather was, for the most part, very pleasant, and the country passed over is represented as often grand and picturesque. Much information is given of the products of the different places, so that a sketch of the journey is likely to be interesting to our readers.

They left Hankow on the 3rd November, in a native boat sailed up the Yangtze, and in two days reached Kin-kow. On the way they passed through six miles of hilly scenery on one bank of the river, while the other was a vast plain just emerging from its three or four months' watery covering. The deposit on this bank was six inches deep. The country beyond abounded in the soap, laurel, and wax or tallow trees, which added much to the beauty of the scenery. The soap fruit is a large black pod of a foot long, which is used by the natives for cleansing purposes. The wax tree bears a small round berry, which when opened contains three separate seeds, and by placing them in boiling water the wax floats, and is then used in making candles. The maple tree was also observed; it is manufactured into combs and tea chests. The sweet potato was common everywhere; it is longer than ours, and the leaf resembles that of the convolvulus; like our turnip, it can be eaten raw.

On the 6th they sailed through a lake extending as far as the eye could reach, but from the overflowing of the water it was difficult to tell the boundary. They landed and crossed over hill and dale, admiring the magnificent trees and the beauties of nature all around. The villages were in a sad condition from the flood, which had risen more than six feet above the road. The Doctor was interested in the case of a leper, who appeared among the crowd following us. The tobacco plant next presented itself in all its beauty. Its leaves are very like those of the cabbage, and the flower is pinkish, with elongated tube and dilated at the top. The seeds are more numerous and smaller than those of the poppy, and the leaf is dried on bamboo latticed frames. Bordering on the lake there were precipices which reminded the writer of what he had seen in Shetland, with deep blue and green waters beneath.

On the 7th a belt of mountains was seen, reflecting the golden rays of Helios, and the dim outline of those in the far horizon, with their varied tints, added much to the loveliness of the landscape. They reached the city of Hien-ning, and walked through it. A little way on they noticed half-a-dozen trees, which were declared to be the screw palm. Further on, the holly was met with, which is sometimes used for tea, also the blackberry, golden rod, our own blue bell, &c.; and what with sparrows, magpies, and butterflies careering around, the travellers were ready to fancy themselves again in dear old Scotland. The ferns, too, were numerous, and some of them rare. The hills were chiefly freestone at the top, and argillaceous slate further down. A stately yew was observed, with a circumference of twelve feet; it must have been several hundred years old.

On the 8th they crossed a bridge two hundred feet long, supported on six buttresses, and covered all over with a wooden roof. They left their boat at this point, and engaged several coolies to carry their baggage about ten miles. The road was a mountain path, and the scenery was truly grand. On either side were hills covered with wood. The only new kinds were the oak, box, larch, and spruce fir; also the tea bush, with its camelia-like flower, for it is of the same family, and called in Chinese by the same name. Then came the old bracken fern, exactly the same as that described by Scott in the "Lady of the Lake," whose root, when cut, showed the identical eagle as in our own.

In the afternoon they reached Ma-chiao, and located themselves in one of the Russian hong's there. A native servant accompanied them to a tea plantation. Some of the bushes were in flower. The Doctor gathered a large quantity of branches and leaves of indigenous plants, some coinciding with the English Flora wonderfully, others again quite peculiar to this part of the world. Monkies appear also to abound in this quarter. The natives here use large wheels for drawing water from the river up into the fields.

Their diameter is about 24 feet, and at each spoke there is a wooden box, the breadth of the wheel, for drawing and holding the water. This is slightly inclined, so that as each reaches the top it pours its contents into a tube which leads it to the fields, and as they are all the one higher than another there is no further trouble, but just to conduct it where you will.

On the 9th they went to see some hot sulphur springs. The scenery by the way (four miles) was exquisite. At the foot of a hill, they found the sulphur springs. The water was welling up in half a dozen places, close by the bank of a river, and it was so hot that they could not keep their hands in it. The heat must have been about 90 deg. in the spring. The gas was bubbling up at a great rate, and on tasting the water it was anything but pleasant. On their way back they found beautiful specimens of rock crystal. Some of the holes in the rocks were lined with this magnificent stone. They met also with the Tung-yew tree, from whose seeds an oil is extracted, in which a large trade is done in Hankow. The sweet potatoe was likewise plentiful. They came in contact with the coffee plant, wild rose, hyacinth, chesnut tree, banana, raspberry, and privet, most of which and many other specimens were secured. The travellers were amused to see a scarecrow in the shape of a man, with hands stretched out, and an old hat on, acting his part in the fields as among ourselves at home.

On the 10th they left the village of Ma-chiao, and on returning by a mountain path they passed through varied scenery; sometimes terrible mountain gorges, and again along the banks of a clear running river. They saw the primrose, mint, daisy, dandelion, ivy, wild orange, aspen, hemp, silver pine, and taro. They crossed several bridges of no mean construction, built of limestone, having three or four arches, whose piers, or buttresses taper off to a point, so as to break the force of the current as well as to cut the ice in winter. It is observed that anyone seeing these bridges would not be inclined to call the builders uncivilised. In a few hours they reached Peh-tun, and were entertained in one of the Russian hongs, the two members connected with which were at the time in Hankow, as the brick-tea season was over. Towards evening they ascended one of the hills, and at the very top found specimens of quick lime, and large quantities of tufa, which, like the hot springs, showed a volcanic eruption long ago.

On the 11th the thermometer at daylight was 40°, and they started with their native host to visit two Russians resident at Yen-Rea-shan, six miles off. As they proceeded among the hills they came to a large plantation of bamboo, a tree of the greatest service in China, likewise the cassia tree, used for scenting tea, the wood sorrel, geranium, and honey-suckle. The tea plant and cypress graced the mountain tops. The graves in this quarter were finely adorned, more so than had been seen elsewhere. They crossed the dry beds of many a mountain torrent, the high water mark at the sides showing with what force the water occasionally came down. They reached the village, and had a little difficulty in introducing themselves to the Russians, who knew nothing of English, but Chinese became the ready medium of communication. They were taken to a cave where there were numerous stalagmites and stalactites. Returning to Peh-tun, there were two men waiting for medicine to cure them of opium smoking. Both had indulged in it for years, and wished to give it up. The Doctor promised to send them some, but told them that the main thing lay in the will, which it was to be feared had the control of them instead of the opiate. They sought to blame the foreigner for bringing it to China. It was asked why they took it, but there was no reply.

On the 12th the travellers proceeded on their way. In this part of the country there are a great many inns, especially for the benefit of tea packers in the spring. They are named a resting place for travellers and merchants. A short distance from Peh-tun there was a peculiar view obtained from the top of a hill of scores, even hundreds, of peaks rising up in the valley beneath, which were all covered with the tea bush in its regular parallel lines on a clayey background. Descending to the mountain track, they walked along for miles amid scenery not unlike some of the lowlands of Scotland, in which the bluebell, wild violet, rasp and strawberry, horse daisy and mountain ash were found. They rested for awhile at one of the inns on the way, meeting with large numbers of coolies engaged in carrying various articles of merchandise. One applied to the Doctor for a cure for opium smoking. He had been accustomed to it for three or four years, and expressed a strong desire to give it up, but could not, he said, without a substitute of some medicine. He took 120 grains a day (one grain being sufficient to set an ordinary individual asleep), and was exceedingly wan and thin.

In the course of the following day they passed several manufacturing for making the common blue dye. For this purpose large vats, with raised bottom in the centre, are buried flush with the ground, and when filled with water, a quantity of lime is put in and mixed with leaves of the indigo plant. The whole is then stirred daily for a fortnight, when the dye is ready for use. They do not make it hard as we do, only to a kind of paste. Red dye is obtained from sapanwood, a produce of the Straits. The only new things met with in the vegetable world that day were the millet and canary seed, cotton and chillis, peas and beans. They reached Tsung-yang, the termination of their journey, and stayed in the Russian establishment for several days. They wandered about the city and country without any difficulty, examining the

curiosities of the place, doctors' shops, &c. The wall of the city is four or five miles round, and there is a population of some 10,000. The trade is principally in tea. Two Russian hongs do largely in congou and brick tea. Black congou or red leaf consists of the year's new leaves, which when picked and dried in the sun are taken in and curled by the feet. This done, the leaves are assorted and then fired, that is, about twenty pounds are put in a basket over a slow charcoal fire in a hollow of the ground for a day, and one man has charge of a room with forty or fifty of these to keep them constantly stirred or turned over. When cooled they are ready for packing into chests made of the maple tree round about. Brick tea is of two kinds, one made of dust, the other of the large under leaves of the bush, and undergoes a different preparation. Bags containing 15 to 20 lbs. of either kind are first steamed over a fire, then divided and put into moulds, and pressed to the size and shape of a brick an inch thick. It is all sent to Siberia in bamboo baskets of 64 and 72 bricks, and in Mongolia it also passes for cash, there being a scarcity of metal in that region. For drinking, a piece is cut off, boiled with butter and spices, and the infusion is ready. The two travellers left Tsung-yang on the 17th, engaging a boat with three men, for about 30s., to take them to Hankow, the distance being from 160 to 180 miles. The river was at the time 200 feet broad and very shallow, being unaffected by the flood of the Yangtze. In certain places boys were seen with harpoons catching turtles, while in deep water nets were extensively used for fish. Both banks were richly wooded and the foliage was grand. There were nearly twenty different tints, from the purple and sea-weed red of the aspen and wax tree to the "sere and yellow leaf." The fir and arbutus contrasted with the darker green of the cypress and such like, and gave an harmonious yet varied effect to the whole. At the water's edge were many birds, including the black and the hooded crow, the blackbird, and pelican, while far above the highest hill was a species of vulture. The rocks around are made of limestone, and kilns were observed for the manufacture of lime. Bamboo groves also abound on either side. The river contains many rapids in the narrow places, down which the water descends with great velocity, and as they are lined with rocks careful navigation is required. The boats in use are about sixty feet long by six feet broad, and six inches draught for the largest. Pheasants, wild duck, and geese are got here, and water-birds are very numerous of all sizes; some were noticed with white tails and others with red. About mid-day they went to see a coal mine four miles inland. The mouth of it was half way up the hill, and the pit was from sixty to eighty feet deep. On this account the quality was very inferior, but increasing demand by foreigners for good coal has made a corresponding supply from Hunan province. The pits are not perpendicular but sloping. The cost is 9s. to 10s. at the mouth for fine material, which lays it at Hankow for 15s. The out-turn is four to five tons a day from each pit. The hills are covered with brushwood of fir and oak, which was being cut by women, and stored for firewood. The ferry-boats were numerous and free, being kept up either at public or private expense. If at the latter, a tablet is erected at the jetty, giving name, &c., of donor, who is proclaimed to have done a meritorious act.

Next day they passed a bridge of about twenty boats, and reached the walled city of Pooche, containing nearly 10,000 people. On landing they were followed by hundreds of men and boys, who indulged in throwing clods and stones at them. Great devastations had been committed here by the rebels, as in numerous places round about. The following day they visited several mines, 150 feet deep, but the workmen were so few and everything so primitive that a small amount only could be got daily, say three or four tons, while the country seemed to abound in coal.

On the 21st they observed several eagles soaring magnificently above them, and at length reaching the Yangtze, our travellers sailed upon it for ninety miles until they arrived at Hankow having greatly enjoyed their trip.

THE COMMITTEE ON THE DIPLOMATIC SERVICE.

The Committee resumed its sittings on the 28th ult., and Lord Malmesbury was again examined.

Mr. Rylands asked his lordship whether in the three principal wars he had been engaged in of late, Russia, China, and Abyssinia, there had not been great blunders in the diplomatic action. Was it not the fact that, in respect to the Russian war, that Court was misled as to the intentions of this country?—I am not aware of the fact. In reply to further questions, the Earl of Malmesbury was not prepared to say that the China or Abyssinian wars were caused by the want of proper diplomatic action. He did not think it wise to change the principal Ambassadors with every change of Government. It was necessary under some circumstances to send a very distinguished man, like the late Duke of Wellington for instance, whose name and presence would influence the country to which he was sent, but as a general rule those who belonged to the profession were quite competent to do the work. By Mr. Cameron: The action of Mr. Bruce did not precipitate the China War; it was the determination of the Chinese Government not to carry out their treaty obligations. I certainly am not all in favour of doing away with the important missions to Denmark and Sweden, especially while the Russian missions exist.

On the 31st ult. the Select Committee appointed to consider this subject resumed their sittings, the Right Hon. E. P. Bouverie in the chair. Mr. Hammond put in some official documents intended to en-

able the Committee to draw a comparison between the cost of the diplomatic service of this and other countries. He entered into particulars showing the salaries and expenses of the Queen's messengers both at home and abroad, and explained the cause of the excess on the Chinese Mission, which he said arose from the fact that all the returns were not brought into the Foreign-office. The greater portion of the expenses were paid out of the treasury chest of China, and repaid. Now, no money could be expended on a mission without the accounts being brought into the Foreign-office. There was no blame attachable to any quarter. The right hon. gentleman incidentally remarked that if the Foreign-office had as much money as it required it would be more liberal; but it was hard upon the Department, seeing how it was tied down, to blame it for a want of liberality.

THE THROUGH ROUTE TO INDIA.

A conference was held in the Lecture Hall of the Society of Arts last week on "The Through Route to India." Mr. W. Maitland, late chairman of the Calcutta Chamber of Commerce, occupied the chair.

The subject was introduced by Mr. Hyde Clarke, who said he had much pleasure in reporting progress to the conference since they had last considered the question. He was not going to bring before them any special route, because he was ready to favour any line which would effect the main object; and upon that point there would be, he thought, scarcely a difference of opinion among them. He pointed out how a large portion of the necessary route in India had already been completed without the direct assistance of Government, and the chief portion which remained to be accomplished was the Roumelia Railway. This the Ottoman Government was supporting in such a way as to set an example to the English Government. A further aid in the accomplishment of the through route was the opening of the Suez Canal, which had already exercised considerable influence on the port of Bombay. There were two schemes in particular which would effect the solution of that question; one was a line to pass by Aleppo and through the Euphrates; and the other, to pass further to the eastward, through Eastern Asia Minor and the Valley of the Tigris.

Several gentlemen took part in the discussion which followed the reading of the paper.

Mr. V. Fitzgerald alluded to the effects already produced by the opening of the Suez Canal on the trade of ports in that part of the world, and stated that M. Leasaps was in favour of the Euphrates Valley route to India.

The Hon. Captain Stewart said it was a matter of surprise to him that *The Times* had so persistently opposed direct communication with India. One of the principal arguments used against the scheme was that the expense of the land traffic would be too great. But that was a false theory, because it must always be observed that, whichever way the mails went, the great body of traffic invariably followed. It was not traffic which created railways, but railways which created traffic. The Russian Government had shown that it was alive to the importance of having communication with India, and was pressing on its lines with great rapidity, while telegraphic communication through Russian wires with India was cheaper than by any other. He was in favour of the route by the Tigris.

Admiral Ommannay was in favour of the route through Asia Minor, embracing the cities of Damascus, Aleppo, and others to the Persian Gulf.

Mr. Fitzwilliam expressed the hope that the English would be roused from their apathy to realise the importance of pushing forward railways in India. Government was much too backward in the matter.

After a few observations from Mr. W. Harding, a vote of thanks was passed to Mr. Hyde Clarke, and the conference terminated.

NAVAL ARCHITECTURE—THE SUEZ CANAL.

On the 6th inst. Sir John Pakington presided at the meeting of the eleventh session of the Institution of Naval Architects, and spoke with some emphasis of the recent losses of steamships at sea. He hoped the men of science present would express their opinions on the rule of the road at sea, and on the necessity of more stringent regulations to prevent overloading. The right hon. baronet referred pointedly to the recent losses of the *Normandy*, the *Oneida*, and, as it is to be feared, the *City of Boston*. Papers were read by Mr. Samuda, M.P., on the Suez Canal, and by Admiral Belcher and by Mr. Scott Russell on the subject of steam communication with France. Mr. Samuda, in his paper on the Suez Canal, said that the Canal being now an accomplished fact, it was desirable to consider the effect it would have upon the marine and commerce of all nations. In the first place, the Canal would make the following savings in distance in the voyage to England:—From Bombay, 5,570 miles; Ceylon, 3,840; from Hong Kong and Singapore, 3,520; and from Melbourne, 91 miles. This represents a saving of about half the distance between England and Bombay, about one-third the distance between England and China, and practically none between England and Australia. Manifestly, then, the Canal will greatly benefit carriers. Independently of the difficulties and the expense of getting through the Canal, the Red Sea was so dangerous at certain times to sailing ships that the Canal would not do for such vessels. The opening of the Canal, therefore, had caused a great falling off in the construction of sailing-ships, and it tended to the further substitution of steam for sails in carrying on our traffic with the East. A few years ago the opening of the Suez Canal would not have had such a powerful influence, but within the last ten or twelve years so many improvements had been made in engines, and in economising the consumption of coals, that steam can now compete much better than before with sails. In our traffic with the East steamships should, if possible, take enough coal on board before leaving England to enable them to perform the outward and homeward trip. This could be done between England and Bombay, and still leave room for a very large quantity of cargo, so that, without doubt, nearly all the traffic between here and Bombay will be lost to sailing ships. In the trade with China the effect would be less, because the quantity of coal required on starting

would prevent the carrying of a large cargo on the outward voyage. He thought that superior clipper ships might hold their ground in the China trade for some time, until steamers were improved.

LEGAL.

COURT OF PROBATE AND DIVORCE.

IN RE GOODS OF YUSUF REUBEN, DECEASED.

Mr. C. A. Middleton applied to the Court in this case. The deceased, Yusuf Rahamim Isaac Furas Reuben, was a Jewish merchant at Shanghai, who died in September, 1862, leaving a will in the Hebrew character and Arabic language. In April, 1863, application was made for a grant of administration by his representatives to the High Court of Bombay, and a commission was issued to Shanghai, directed to the Registrar of the Consular Court. Both the commission and original will, however, were lost upon the passage, though fortunately a copy was retained in the archives of the court. Further application was made in September, 1864, and a new commission was issued, with the office copy of the will retained in the registry. The motion made to that commission was that the due execution of the will was proved, and on the 13th of January, 1865, an order was made that the next of kin should consent. The father was next of kin, and the only person who would have been entitled in case of intestacy. On the 4th April, 1865, the warrant was forwarded, but at this point proceedings were stayed by the death of the father. Whilst this was going on at Bombay the Consul at Shanghai had seized the whole estate of the deceased, and converted it into money, which he sent here to London to be deposited in the Treasury, where it now lay. The father thus dead, in whose name this application was made, was left residuary legatee under the will, and therefore his wife would be entitled as his representative to administration of the deceased son's effects. For that purpose she applied to an attorney in this country to obtain administration to the effects of her husband in Bombay. He had now to ask for a second order of administration to the effects of the son.

Lord Penzance said the applicant was entitled to the order, with an official translation annexed of the copy of the will which had been preserved.

TABOR V. TABOR.

The parties in this case were married at Lewisham in 1858. The respondent then kept a chemist's shop at Salisbury, where they continued to reside until the end of 1863. The respondent afterwards went out to Japan, where he had led a very irregular life. The petitioner was examined in support of the allegations of the petition, and stated that she had suffered maltreatment from the respondent almost from the very day of her marriage. The remainder of the evidence had been taken by commission in Japan, and related to the respondent's intercourse with unfortunate females there. Dr. Sidney Jones, senior surgeon at St. Thomas's Hospital, was called, and spoke to the petitioner having sustained serious injury to her left side from her husband's violence, and having had two of her ribs fractured.

The Court pronounced a decree nisi with costs.

VICE-CHANCELLOR'S COURT.

FERRY V. THE ORIENTAL HOTELS COMPANY (LIMITED).

Mr. Dickinson, Q.C., Mr. J. N. Higgins, and Mr. J. C. Whitehorn moved on behalf of the plaintiff in this cause for a receiver of the rents and profits of two hotels, one at Cairo, the other at Point de Galle, belonging to the Oriental Hotels Company, which is now in course of liquidation, and also for an injunction to restrain the liquidator from interfering in the management of the hotels. The plaintiff was the contractor for the erection of the hotel at Cairo, and in that capacity the company owed him £9,073, for which he received a charge on both hotels by a deed under which the company undertook to grant him a legal mortgage of the hotels, and gave a power of attorney to their foreign agents to complete the security according to foreign law, the charge being, however, subject to a first mortgage for £3,000 on the Point de Galle hotel, and to debentures not exceeding £25,000 charged upon both. The motion was resisted on behalf of the official liquidator of the company, on the ground that, as the plaintiff had not registered his security in accordance with the laws of the foreign countries, the charge was not complete, and that to permit him to enforce it by the appointment of a receiver would amount to an alteration of the *status quo* at the date of the winding-up and interfere with the rights of other creditors.

The Vice-Chancellor, without calling for a reply, said that every equitable mortgagee was entitled, as of course, to the appointment of a receiver, subject to the rights of prior incumbrances, and that to prohibit the plaintiff from enforcing his security in that manner would be to alter the rights of the parties, instead of preserving them unaltered, and he should, therefore, make the ordinary order for a receiver and for an injunction.

TEA BROKERAGE.—PENNINGTON V. RALLI.—This case involved a nice point in brokerage. There was a sale of tea by auction in November last in Liverpool. The tea was the property of defendant, the plaintiff bought it, and Messrs. Whistler and Co., of that town, were the salesmen. The plaintiff paid the brokers for the tea, but before delivery was obtained Whistler and Co. failed, and defendant then refused delivery. The action was, therefore, brought to recover the tea. The case turned mainly on the question of usage, on which much conflicting evidence was given. The learned judge said the question was whether the payment to the broker was a payment to the defendant. The jury found for the plaintiff, damages £82 5s. 6d.

Monetary and Commercial.

The Bank rates for bills at sixty days' sight on Singapore, China, and Japan are as follows:—Singapore, buying, 4s. 3d.; selling, 4s. 5½d.; Hong Kong, buying, 4s. 1d.; selling, 4s. 3d.; Shanghai, buying, 5s. 8d.; selling, 6s. 2d.; Yokohama, buying, 4s. 3d.; selling, 4s. 7d. These rates are merely nominal transactions, being to a very limited extent.

The Suez Canal Company held a meeting on the 1st inst. at Paris. The directors reported that they had, on December 31st, about twenty millions of francs in hand, or coming in from different sources, but that the expenses of the present year for supplementary works to the Canal, and for the coupon of January, will require thirty millions of francs. It would, therefore, not be possible to pay any dividend in July.

It is stated that one or two Glasgow firms are making arrangements to establish connections with Havre and Trieste, for the special purpose of importing Indian produce direct through the Suez Canal, in order to meet the requirements of Continental producers.

The ordinary general meeting of the members of the Agra Bank (Limited), including those of the late Agra and Masterman's Bank (Limited), was held on the 5th of April. The report was adopted without a dissentient voice, and a dividend of 4 per cent. declared. A full report will be found in another column.

We hear that the Hong Kong branch of the National Bank of India has been opened, under the management of Mr. Sherwood, who has secured the premises formerly occupied by the Agra Bank.

At the meeting of the London and Delhi Bank the shareholders expressed themselves as satisfied with the report of the directors and the progress the bank was making. The report was adopted *nem. con.*, and the retiring directors re-elected.

At the meeting of the China Submarine Telegraph Company the report of the directors was adopted. It states that all the shares have been allotted, and the whole of the allotment money paid. Lieutenant-Colonel Glover, R.E., late Director-General of Telegraphs in India, has been appointed managing director. The report further states that the order for the cable has been given to the Telegraph Construction Company, but that the directors have determined to defer proceedings with reference to the authorisation by resolutions passed at an extraordinary general meeting of the company, held on the 7th of January, 1870, to increase the capital of the company from £525,000 to £825,000 for the construction of the Shanghai section of the cable, until the construction of the line from Singapore to Hong Kong is further advanced.

The British-Indian Submarine Telegraph Company notify that messages for India by their cable may now be despatched from any postal telegraph office. To ensure their going by the right route, the words "via Malta" must be inserted after the address of the receiver. Telegraphic communication with India appears now to be efficiently established. A message has been received through the British-Indian Submarine at 1 p.m., from Bombay, at 1.35, the transit, allowing for difference of time, being thus about four hours.

Biddings for £387,500 in bills on India took place on the 6th. The amounts allotted were—to Calcutta, £383,000, and to Madras, £4,500. Tenders at 1s. 11½d. will receive about 25 per cent.; above that price in full. These terms, compared with the last occasion, show a reduction of about ½ per cent.

Bar silver is quoted 5s. 07-16d. to 5s. 0½d. per ounce, with little or no business. Mexican dollars are in request for China at 4s. 11½d., but the supply here is extremely limited.

Tenders for 250,000 rupees in bills on Ceylon were accepted on the 7th inst., at 1s. 11 9-16d. per rupee.

THE IMPORT TRADE OF SHANGHAI.

By the last mail from China some interesting figures have been received, showing the enormous increase in the Shanghai import of cotton manufactures during the past four years:—

The quantity of grey shirtings imported during 1869 was 4,397,872 pieces, against 1,330,020 pieces in 1865; while that of T-cloths was 2,645,853 pieces in 1869, against 156,765 pieces in 1865. It is to be noted, however, that while the stock of grey shirtings in foreign godowns on Jan. 31, 1870, was not excessive (794,500 pieces), that of T-cloths was unprecedentedly large (1,046,429 pieces). The import of white shirtings in 1869 was 443,887 pieces,

against 212,091 pieces in 1865; while drills of English, American, and Dutch makes were landed in 1869 to the extent of 743,914 pieces, against 44,809 pieces in 1865. The imports of other cotton goods, both fancy and plain, also showed a marked increase, though stocks of many kinds were far from light.

The above figures are taken from statistics published by the Shanghai General Chamber of Commerce.

THE AGRA BANK.

The annual general meeting of the shareholders in this bank was held on the 5th inst. at the City Terminus Hotel, Cannon-street, Mr. James Thomson in the chair. The report of the directors was taken as read.

The Chairman said it would have been more satisfactory to the board to have met the shareholders with a full purse than a partially empty one. The result was the more discouraging because the first six months promised much better results. A glance at the statement of liabilities and assets would show the exact position of the bank. The liabilities were due partly to the public or customers; and partly to the shareholders. The liability due to the shareholders was £793,463. The liabilities due to customers were £1,940,094, made up of £539,302 on current accounts, and £1,400,792 upon fixed deposits. The amount due to the holders of bills was £744,530, by the exchange with branches. On the other side, there were the assets, or the means of meeting the liabilities, consisting of cash in hand, £671,627; house property, £123,001. Then there were the investments amounting to £903,261, of which £383,097 and £520,164 were for discounts, loans, and credits. Then came in the exchange with branches, whereby it would be seen that the total liability was £1,818,566, which was considerably in excess of the bills payable. The inspection of the accounts by the eye of a business man would suggest two questions. The first was the soundness of the bank's position, and the difficulty of employing money safely in order to earn a profit. The great object of the board had been to organise a sound business at all the branches, and they had succeeded in getting an excellent constituency, and the only fault the bank had to find with its customers was that they were more ready to give the bank their money than to borrow the bank's funds. In exchange operations, generally consisting of the purchases and sale of bills, there had been such severe competition that buying and selling had been done at almost the same rates. That fact had had a great deal to do with the small profits made by Indian banks, and also with the heavy losses which some of them had sustained. The returns of the bank on the 30th of June last showed a net profit of 10½ per cent. upon the participating capital, and when the interim dividend was declared a considerable and substantial balance was carried forward. The board thought that, estimating the profits of the last six months at a very moderate amount, they would be enabled to declare a dividend considerably in excess of the interim payment. But the result had been otherwise. With the single exception of that at Madras, there had been a loss at all the Indian branches of the bank on the transactions of the second half-year. Had they only continued to have paid their current expenses in the second half-year, without even adding a penny to the profits, the board would have been able to pay a dividend at the rate of nine per cent. per annum. As to the capital account, the board had had great difficulty in persuading the holders of the old scrip in the old Agra and Masterman's Bank to come to a liberal and fair arrangement proposed, and there was still seventy-two holders, possessing £1,326 of scrip, who had made no sign either one way or the other, of approval or dissent, and he trusted that public appeal would be sufficient to induce them to fall into the arrangement, because all the time they were liable to pay £10 per share, so as to complete the capital of the bank of £1,000,000 sterling. By the recent decision of Vice-Chancellor James, Mr. Ball remained nominally the liquidator of the old bank, but without any authority, and without the power of charging. The question of the guarantee of Messrs. Masterman, in reference to which a special resolution was passed at the last meeting, had been dealt with. A copy of the resolution had been forwarded to the partners, and after consultation and consideration those gentlemen sent a reply to the effect that they had fulfilled every obligation which they entered into at the time of the amalgamation. There were two other questions referred to at the previous meeting which were the subject of law proceedings. One was the Irish case, which was still *sub judice*, and therefore not a fit subject for comment and discussion at that meeting; and the other was the claim for £92,000 of the Anglo-Egyptian Bank. That claim was subsequently reduced to £43,000; and he was happy to inform the meeting that it had been compromised by the plaintiffs paying the Agra Bank the sum of £27,500. (Loud laughter.) Gentlemen might well laugh on hearing that a claimant for £92,000 in the first instance should compromise the suit by the payment of £27,500 to the defendants; but he believed if the suit had gone on the Agra would have got more. How it had occurred that debit should have been placed instead of credit was one of those things which nobody could understand. (Renewed laughter, and cheers.) The resuscitation of the bank was completed. They had done with liquidatorial interference, and the future was full of promise. He moved the adoption of the report.

Mr. Stewart having seconded the motion, Mr. Sangster expressed some satisfaction with the report and the accounts, and more especially the chairman's explanation of them. He approved of the formation of a reserve fund, and hoped all the shareholders would cordially support it. The report was then adopted, and the dividend at the rate of 4 per cent. per annum declared.

Colonel the Hon. H. B. Dalzell and Mr. J. C. Palmer, the retiring directors, were, upon the motion of Mr. Moreland, seconded by Dr. Payton, unanimously re-elected. Some formal business was transacted, and the proceedings closed with a vote of thanks to the chairman and directors.

CHINA SUBMARINE TELEGRAPH COMPANY
(LIMITED).

The general meeting of the shareholders was held on Tuesday, at the Terminus Hotel, Cannon-street; Mr. John Pinder in the chair. The chairman, in moving the adoption of the report and accounts, referred to the resolution passed at the last meeting for increasing the capital of the company, and said that these powers had not been used, and it was very probable that the additional capital would not be required. The company were now in negotiation with the North of China Company to use their line when completed, for the traffic between Hong Kong and Shanghai, which would give the China Submarine a share of the profits of the former line, without calling up the additional capital authorised at an extraordinary meeting held on Jan. 7, 1870. The order had been given for the cable. The British-Indian cable had been most successfully laid, and was now at work. The next section of this great work would be the Singapore section, and further on the China section. In answer to a question, the chairman stated that the dividend on the British-Indian from the business done last week would yield 5 per cent. to the shareholders; but the line had been laid so quickly that the public were at present generally ignorant of the opening. The traffic was expected to increase considerably when the completion of the Indian cable became more generally known. It was stated at the meeting on reliable authority, that the call due on April 1 on the British-Indian amounted to £66,000, £51,000 of which was paid on the day it became due.

BANK AND MISCELLANEOUS SHARES.

Shares.	JOINT STOCK BANKS.	Paid.	Closing Prices April 7.
£10	Agra Bank, A shares	All	10½ to 11½
10	Do. Prov. Certificates	7½	4 to 4 pm.
25	Bank of Egypt	All	42 to 44
20	Chartered Bank Ind., Aust., and China	All	18½ to 19½
25	Chartered Merc. of India and China ...	All	31½ to 32½
20	City Bank	10	11½ to 12½
100	Colonial Bank	25	42 to 44
500fr.	Comptoir D'Escompte de Paris	—	—
£28½	Hong Kong and Shanghai Bank	All	37 to 39 xd.
28½	Do. Do. new	11½	4½ to 5½ pm. xd.
100	Imperial Bank	20	17½ to 18½
50	London and County	20	48 to 49
50	London Joint Stock	15	32 to 33
100	London and Westminster	20	59 to 60
25	Oriental Bank Corporation	All	44 to 45
	Union of London	15	36½ to 37½
TELEGRAPH COMPANIES.			
10	Anglo-Mediterranean	All	16½ to 17
10	British Indian Submarine	All	9½ to 9½
10	British Indian Extension	7	2 to 1½ dis.
10	British Australian	3	2 to 1½ dis.
10	China Submarine	2	1½ to 1½ dis.
10	Falmouth, Malta, and Gibraltar	All	9 to 9½
10	Great Northern	All	11½ to 12½
10	Do. China and Japan Extension	4	2½ to 2½ dis.
25	Indo-European	All	20 to 22
10	Mediterranean Extension	All	6 to 7
20	Telegraph Construction Company	All	37½ to 37½
50	Indianrubr., Gutta Percha, & Tel. Works Co.	45	49 to 51
MISCELLANEOUS.			
20	British India Tea Company	All	9½ to 9½
—	Ceylon Deb., 5 per cent., May & Nov. 1873	100	109 to 111
—	Do. 1872	100	103 to 105
—	Do. Do. 1883-3	100	113 to 115
20	Ceylon Company	10	4½ to 3½ dis.
20	Do. A shares	5	3½ to 2½ dis.
50	Colonial Company	20	1 dis. to par
10	Credit Foncier and Mobilier of England	All	2½ to 2½
10	General Credit and Discount Company ...	7½	par to 4 pm.
10	International Finance Society	5	1½ to 1½ dis.
20	London and Prov. Marine Insurance Co.	2	par to 4 pm.
50	Merchant Shipping Company	All	—
25	National Discount Company	5	11 to 11½
10	North Assam Tea Company	7	—
25	Ocean Marine Insurance Company	5	13 to 14 pm.
20fr.	Messageries Impériales of France	All	— to — pm.
£50	P. and O. Steam Company	All	42 to 44
50	Do. Do. 1867	10	4 to 3 dis.
100	Royal Mail Steam Company	60	48 to 52
20	Thames and Mersey Marine Insur. Co.	2	4½ to 4½ pm.
20	Universal Marine Insurance Company ...	5	4½ to 4½ pm.
10	Upper Assam Tea Company	All	1 to 1
25	West India and Pacific Steam Company ...	20	—

BULLION AND SPECIE.

The following is from Messrs. Pixley, Abell, Langley, and Blake's Circular:—

GOLD.—The Continental Exchanges continue so high that there is no demand for export for France, and, with the exception of small orders for bars for India and sovereigns for the Brazils, all arrivals have been sent into the Bank. The amount purchased since our last Circular is £42,000, and further sums will shortly be sent in. The Tanjore has taken £42,240 to India, and £19,000 (sovereigns), withdrawn from the Bank, have been sent to the Brazils. The Essex has brought £10,000, and the Alexander Duthie £30,500, from Melbourne.

Exchange on India for Banks Drafts is 1s. 11½d. per Rupee. Council Drafts for Rs. 38,75,000 were allotted yesterday; Tenders at 1s. 11½d. received 25 per cent., those above that price in full. These terms, compared with the last occasion, show a reduction of about ½ per cent. India Government Loan Notes remain as last quoted, viz.:—4 per Centa. 92½ to 92½; 5 per Centa. 103½ to 104½; and 5½ per Centa. 109½ to 110½.

SILVER.—Bars have been rather firmer in price the last day or two, owing to the demand for Holland; and we quote the price as 60½d. per oz. standard. The orders for India have been small. The "Tanjore" has taken £30,600 to Bombay, and the "Seine" £19,370 to the West Indies.

MEXICAN DOLLARS.—The "Tanjore" has taken £64,080 to China

and the 8 raits. The late arrivals have been sold at 59½d. per oz. We do not look for any advance in price, although dollars are at present scarce.

EXPORT OF SILVER FROM SOUTHAMPTON TO INDIA, CHINA, AND THE STRAITS.

Year.	India.	China.	Straits.	Total.
1862	£6,890,810	£2,530,663	£669,937	£10,091,410
1863	5,971,632	1,995,909	295,470	8,263,011
1864	5,003,291	891,338	354,375	6,549,004
1865	2,738,762	560,028	299,270	3,598,060
1866	2,009,580	303,196	52,850	2,365,626
1867	370,231	265,766	6,915	642,912
1868	1,000,635	474,945	160,062	1,635,642
1869	1,349,680	780,014	233,119	2,362,813
1870 to date ...	170,600	547,673	130,111	848,384

QUOTATIONS.

Bar Gold	77s. 9d.	per oz.
United States Gold Coin	—	per oz.
Bar Silver. Fine	5s. 0½d.	per oz.
Fine Cake Silver	5s. 5½d.	per oz.
Mexican Dollars	4s. 11½d.	per oz.
Spanish Dollars (Carols)	—	per oz.
Five Franc Pieces	—	per oz.

ARTICLES OF IMPORT.

TEA.

The market since our last has again been very quiet, transactions being more curtailed as the time of the Budget draws near, both buyers and sellers preferring to wait the result. The principal amount of business has been at the public sales, at which, however, there was but little spirit in the biddings, and the prices for common to fair qualities receded in value. The public sales of the 29th ultimo comprised 18,691 packages, of which 12,550 packages were sold, nearly all being printed without reserve. Those of the 5th instant comprised 8,518 packages, of which 6,352 packages were sold, nearly all again being without reserve.

Red-leaf Congous: Siftings have been sold with difficulty at a shade under previous prices. Broken leaf kinds have sold rather lower. Fair to good common have sold cheaper at public auction, there being less demand for export. Fair to good Kaisows have only been saleable in small parcels at about former prices. Fine to finest show no alteration. There has been a limited inquiry for boxes of Pak Lin at previous rates. Amoy kinds have been partially inquired for from 11d. to 11½d. per lb. for fair quality. Black-leaf kinds: Siftings show no change. The grades below good common have been in over-supply, and prices have given way ½d. to ¾d. per lb.; very good common has been sold at 1s. 0½d. to 1s. 1d. per lb. Fair to good medium kinds have sold rather lower at public auction; privately some parcels have been sold at about previous prices. Good to fine qualities remain firm, also finest, the supply being moderate. New-make Canton kinds show no material alteration. Oolong and Souchongs remain much as before, transactions having been limited. Scented Teas: Common Canton Capers continue depressed; fair have been rather more in request; good to fine remain firm. Foochow kinds show no further change. Canton Orange Pekoe show but little alteration. Foochow kinds: Old season's have sold rather lower; good qualities of new season have been neglected; fine have been inquired for at full prices. Uncoloured Japans: The common sorts remain dull of sale, but fair to good and fine have been saleable at previous prices. Green Teas: There has not been much doing in these kinds; a few parcels of recent import have been sold, the finer qualities being fully maintained, but common to medium kinds remain dull at lower prices, those at the public auctions showing a marked decline. Canton-made gun-powders have been without inquiry, and prices are rather nominal.

The deliveries are as follows:—

	Home consumption for London	1870.	1869.
from 1st Jan. to 31st March ...	13,953,000	17,900,000	
Export do. do. ...	6,460,000	10,658,000	
Sent coastwise do. do. ...	10,630,000	8,440,000	

Total, 31,093,000 37,998,000

SILK.

The following is from Messrs. Kilburn, Kershaw, and Co.'s Circular:—

The lull which we noticed in our last issue as having taken place in the market has since continued, and there appears a general pause, which is, after all, but a natural consequence of the extensive operations which have been made since last November; the approach of the Easter holidays, as well as the season of the year, are also further reasons for a quiet market such as we now have. Prices must be quoted as rather easier for Chinas and Cantons, but holders do not seem at all disposed to make concession, and thus there is not more than 61. decline quotable, say:—31s. 6d. for chop 3rd Tsattees; 27s. to 27s. 6d. for "Red Peacocks;" and 25s. to 25s. 6d. for No. 5 Tsattees, which are the asking prices of to-day. Tayasams, owing to their rather free arrival of late, are more neglected than Tsattees, and there are but few buyers. Hainins are again uninquired for, after the few days' slight improvement which took place last month, and at 26s. for No. 2 Fatmows, which is the present quotation, there is no business. Japan and Bengal Silks show more decided flatness than any others, and are again neglected; it would be difficult to sell at 1s. to 1s. 6d. reduction from present nominal quotations. The deliveries in March were unusually large and satisfactory, and mark the healthy progress of consumption; indeed, it is eight years since so large a total monthly delivery as that of last month, say 6,654 bales, can be found. The clearances since the 1st instant are still good, say 434 bales China; 108 Canton; 91 Japan; and 82 Bengal. Total 715 bales, from 1st to 5th.

LONDON QUOTATIONS.

CHINA.			
Taslee, No. 1	...	33s. 0d. to 32s. 6d.	
" " 2	...	32s. 0d. to 32s. 6d.	
" " 3	...	31s. 0d. to 32s. 0d.	
" " Red Peacock	...	27s. 0d. to 27s. 6d.	
Yuenfao, Nos. 1, 2, and 3	...	24s. 6d. to 27s. 6d.	
Taysam Keying, Nos. 1, 2, and 3	...	23s. 6d. to 27s. 0d.	
Long Reel	...	21s. 0d. to 25s. 6d.	
Cantow	...	16s. 0d. to 22s. 0d.	
Chinese Thrown	...	23s. 6d. to 26s. 6d.	
JAPAN.			
Maibash and Sinchu, Nos. 1, 2, and 3	...	28s. 0d. to 35s. 0d.	
Idah, Nos. 1 and 2	...	None.	
Sodai, Nos. 1 and 2	...	28s. 0d. to 31s. 0d.	
Oshiu, Nos. 1, 2, and 3	...	29s. 0d. to 36s. 0d.	
Koshu, Nos. 1 and 2	...	26s. 0d. to 29s. 0d.	
Eichizen	...	None.	
Mashita	...	None.	
Hatchoji	...	None.	

COFFEE.

The auctions of plantation Ceylon have been more extensive, but, the demand being slow, have gone off with little competition at 1s. to 1s. 6d. per cwt. decline, except for desirable bold and coloury qualities, which continue to find purchasers on previous terms. There is little demand for Native, and rates are with difficulty maintained at last mail's range. The following may be given as the current quotations:—Plantation triage and ordinary, 46s. to 58s.; small grey and dull sorts, at 58s. to 63s.; low middling and middling ditto, 62s. to 68s.; bold ditto, 67s. to 74s. 6d.; small coloury, 64s. to 66s.; middling coloury, 68s. 6d. to 76s.; good and fine middling, 77s. to 81s.; good bold, 82s. 6d. to 84s. 6d.; peaberry, 74s. to 85s. Native fine ordinary bold, 58s.; good bold bright, 60s. Of 3,290 bags Manila offered 1,131 bags sea-damaged sold—first and second class of yellow, at 55s. 6d. to 56s.; third and repacked, at 53s. 6d. to 55s.; first and second of bold mixed, at 49s. 6d. to 50s. Of the sound portion 200 bags pale Indan sold at 54s. to 54s. 6d., the remainder being bought in—good yellowish, at 58s. to 59s.; Indan, at 57s. Of Java 637 bales mixed bold pale and brown Sumatra kind sold at 48s. 6d. to 49s., chiefly the former price.

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 304,246 cwt., against 270,769 cwt. at the corresponding date of 1869; Native, 30,194 cwt., against 56,685 cwt. The quantity afloat for the Continent is 2,694 cwt. Plantation against — cwt., and 1,517 cwt. Native against 1,605 cwt. The quantity of Coffee landed in the thirteen weeks ended April 2, 1870, was of Ceylon, 4,687 tons, against 5,765 tons during the corresponding period of 1869; of all descriptions, 6,935 tons, against 10,021 tons. The quantity entered for home consumption was, of Ceylon, 2,033 tons, against 2,459 tons; of all descriptions, 3,685 tons, against 4,223 tons. The quantity exported was, of Ceylon, 5,023 tons, against 5,511 tons; of all descriptions, 8,820 tons, against 11,267 tons. The stock on April 2 was, of Ceylon, 11,495 tons, against 8,190 tons; of all descriptions, 18,649 tons, against 13,751 tons.

SUGAR.

The demand has become greatly restricted, there being no disposition either to sell or to buy until the alterations to be effected in the duties are made known. Transactions during the fortnight have been extremely limited, comprising only the following parcels:—Penang, at auction, 800 bags at 36s. to 38s.; 1,251 baskets, 48 bags date sort (duty 8s.) being bought in at 27s. 6d., privately 1,600 bags good brown to good yellow sold at 33s. to 37s. 6d.; Manila, at auction, 18,637 bags clayed, import 1866 and 1867, were bought in, duty 8s., at 30s. 6d., duty 9s. 7d. at 32s., and 100 tons clayed sold at 29s. 6d.; privately a sale has been effected of 6,000 bags (duty 8s.) at 30s. per cwt.

The quantity of Sugar landed in the thirteen weeks ended April 2, 1870, was, of Penang, 313 tons, against 1,126 tons in the corresponding period of 1869; of Manila, Java, and China, 4,498 tons, against 8,239 tons; the quantity entered for home consumption was of Penang, 726 tons, against 866 tons; of Manila, Java, and China, 6,588 tons, against 2,966 tons. The quantity exported was, of Penang 32 tons, against 42 tons; of Manila, Java, and China, 1,107 tons, against 236 tons. The stock on March 19 was, of Penang, 1,585 tons, against 547 tons; of Manila, Java, and China, 32,593 tons, against 36,781 tons.

COCOA-NUT OIL.—There is not much doing in Ceylon the demand being restricted, but the previous quotation is maintained, the price being still £42 per ton. The quantity of Ceylon afloat for Great Britain is estimated at 50,681 cwt., against 35,222 at the corresponding date last year, and 25,442 cwt. in 1868.

COIR GOODS.—Ceylon Yarn and Fibre are in steady demand at £22 to £28 15s. for common to good, £43 to £64 10s. for fine and superior Yarn, and £23 for Fibre.

CAMPHOR.—The market has continued very quiet, but there is a limited business doing at 87s. 6d., on the spot and to arrive, for China; Japan is scarce; new parcels afloat are not yet being pressed for sale.

CHINA MATTING.—842 rolls were all bought in. Gowqua extra contract 2/4 white at 36s., 3/4 at 41s., 4/4 at 41s., common 4/4 white at 27s. per roll.

CINNAMON.—Since our last report there has been rather more demand, and 355 bales in auction sold readily, fourth sort, 9d. to 1s. 11d.; third, 1s. 2d. to 2s. 2d.; second, 1s. 10d. to 2s. 10d.; and first, good middling to good, 2s. 8d. to 3s. 1d.; fine, 3s. 3d. to 3s. 7d. per lb. Of Chips, 1,194 bags have been offered and partly sold on easier terms, ordinary coarse bark, 2½d.; thin bark, with flavour, 3½d.; middling dusty thin shavings, 4d.; good middling to good, 5½d. to 6½d. per lb.

CURCH.—The market is flat; of 1,497 boxes, fine quality, offered, only about half sold at 24s. to 25s., and there are now sellers at 23s. 6d. per cwt. Afloat from Calcutta and Singapore to London and Liverpool 829 tons, against 218 tons same time last year; to the Continent 295 tons, against 824 tons; and to America 620 tons, against 240 tons. From Rangoon, &c., to U.K. 525 tons, against 749 tons.

GAMBIER.—The market is dull; 3,098 bales block offered at auction retired at 17s. 6d.; pressed Cubes have sold at 18s. to 18s. 6d.; 250 tons

block sold at 17s. privately, and there are sellers at same price to arrive. Cube is rather steadier, with large sales.

GUMS.—Benjamin: Siam steady; 7 cases retired above the value. 99 cases Sumatra offered; 2nds firm; fine sold at £10; fair middling, £8 10s. to £8 12s. 6d.; TT & Co. Penang 3rds selling at 97s. 6d. Palembang very dull. Copal: Steady; 164 cases Manila, retired at auction, since sold at full prices. Damar has again sold well; 185 cases, half sold at 78s. 6d. for Singapore good sorts. Gamboge steady.

GALLS have been in moderate request, and 250 cases China of old import have been sold privately at 48s. per cwt. 180 cases China and 25 cases Japan at auction retired.

HEMP.—The inquiry for Manila has exhibited some slight improvement; about 700 bales have found buyers, realising £50 for brown, and £52 to £53 for barely fair and fair roping.

HIDES.—The sales during the past month of East India Hides have been moderate, consisting of 293,323 in the hair and tanned, a considerable proportion of which have been taken in the sales by private contract. The demand during the early part of the month was not active, but has since improved, and the supply offering being small, prices have advanced ¼d. to ½d. per lb. Singapore and Penang: Ox and Cow—1,982 Hides, more or less damaged, have been sold, light, 8½d.; heavy, 7½d.; extra heavy, 7½d.; thirds, 5½d.; fourths, 4½d. per lb. Buffalo are still not much wanted, and out of 10,347 Hides offered to sale only 2,837 found buyers at about former rates, viz., best heavy, fair to good, 5½d. to 6d.; seconds, 5½d.; light, 6½d. to 7d.; inferior, best heavy, 5d. to 6½d. per lb.

HORNS.—Buffalo are generally 1s. to 2s. per cwt. lower, but Deer have sold more freely at an advance of 5s. to 8s. per cwt., at which improved rates a considerable portion of old stock has been cleared. Buffalo: Siam 43s. 6d. to 45s. 6d.; Deer: Ceylon 58s. 6d.

INDIA RUBBER.—There is no change to report, the demand continuing good for clean qualities, and common being still neglected; there have been no public sales.

ISINGLASS.—Sells readily, especially sound and clean; 25 packages Straits sold at auction, fine pipe at 3s. 10d.; good at 3s. 6d. to 3s. 8d.; leaf at 3s. 6d. to 3s. 8d.; pickings at 2s. to 3s.; cake at 2s. 5d. to 2s. 7d.

JAPAN WAX is very flat, and the arrivals do not tend to improve the tone of the market; 1,681 cases have just arrived per Vampyr. Private transactions have been extremely limited, and of 1,112 cases offered at auction only 123 cases sold at 69s. 6d. to 71s. per cwt. for fair saucers.

MUSK.—The demand continues good, but at auction 31 caddies Tonquin Pod were held above the value, and all retired; 9 caddies Cabardine Pod were bought in at 17s. 6d.; 4 tins Grain sold at 50s. 6d. to 55s. 6d. for fine, and 43s. for middling.

OILS.—Anised: A small business has been done at 8s. 8d. Cassia: Neglected; at public sale 10 cases realised only 4s. 7d. to 4s. 8d. Nutmeg: White would sell readily.

PLUMBAGO.—The demand has continued active, but stocks are large, and middling lump, being neglected, is difficult to dispose of: finest quality is very scarce. At auction 1,329 barrels, partly old lots, were offered, and one-third sold; lump, small medium, 19s. to 20s.; inferior, 12s. to 14s.; chips, 14s.; dust fine 10s. to 11s. 6d.; inferior and middling, 6s. 3d. to 8s.; very common earthy, 5s. to 6s.

PEPPER.—Black has improved in value in a slight degree, and small sales of Singapore have been made privately at 5½d. per lb. for good; but advices of large shipments are to hand, and there are sellers at 4½d. to 4¾d. (4,000 bags have, however, been taken at 4½d.). About 2,000 bags Penang, chiefly sifted Acheen of recent import, have been sold on the spot at 4 13-16d. to 4½d. per lb. At auction 441 bags Singapore have been offered, and half placed at 5½d. per lb. for good, and of 3,891 bags Penang, part sold at 4½d. to 4¾d. for fair to good Acheen, part dusty. White has been singularly dull and inactive during the fortnight, and of 957 bags Singapore offered at auction only 122 bags sold, at 6½d. to 6¾d. for fair, part mixed; 98 bags Penang were placed at 6¾d., one lot 6½d. per lb., being cheaper.

RICE.—The market has been without the least animation, speculation being quite dormant, and the sales have been only to supply the actual wants of our cleaners; holders, however, are firm, and are not disposed to accept less than present rates. Sales comprise, on the spot, 500 bags Bassein at 9s.; 2,700 bags Rangoon at 9s. 3d.; 2,500 bags Bengal, Dacca 7s. 3d., middling white 10s. 6d.; 17,000 mats field Siam at 7s. to 7s. 1½d., quay terms; afloat a cargo of 500 tons field Siam at 7s., quay terms, and one of old crop Rangoon at 8s. 9d. for the U.K.

RATTANS.—There is a good demand, but great scarcity, and no transactions are reported.

RHUBARB.—The market is steadier; 77 cases of old import offered since our last met a fair demand, and half was sold, common rough, part middling grey fracture at 9d. to 1s. 3d.; good and fine is more required for, and new parcels would meet a ready sale.

ROOTS.—Colombo continues dull. Galangal: The market for China is dull at 38s.

SPICES.—Cassia Lignea has met little demand, and of 103 cases at auction only 45 cases sold at 125s. per cwt. for good but rather coarse 2nd pile. Nothing doing in Buds: fine qualities are scarce. Mace sells well at previous value, and of 29 cases brought to the hammer, more than half were placed at 3s. 1d. to 3s. 2d. per lb. for good heavy, pale and red mixed. Nutmegs are very firm, and in some cases higher prices have been paid; business to a small extent has been transacted privately, but there are few sellers. Auctions have comprised 108 cases (mostly small sizes) Penang, 68 to the lb., 3s. 7d. to 3s. 9d.; 77 to 79, 2s. 8d. to 2s. 7d.; 80 2s. 6d. to 2s. 7d.; 82 to 85 2s. 5d. to 2s. 4d., and 75 2s. 2d., 1 lot 2s. 3d. per lb. 21 casks Dutch lined mostly sold at 1s. 8d. to 1s. 9d., and 30 cases Bombay in the shell sold at 1s. 2d. per lb., with allowance of ¾d. for shell.

SAGO.—Steady; of 280 boxes and 354 bags small Pearl at auction a small portion sold at 18s. for good in bags. Flour continues dull.

SAPANWOOD.—Low prices continue to rule; 30 tons Manila have been sold privately at £7 10s.; 10 tons Siam and 50 tons Ceylon have been offered without finding buyers.

SHELLS.—Mother-o'-Pearl: There is no change in the tone of the market; sales are announced for next week. Tortoise: No business is reported.

SOY.—There is still an entire absence of demand.

STICKLAC.—The market continues dull.

STAR ANISES.—There have been no sales.

TAPIOCA.—The market is steady, but quiet. Auctions have embraced 665 bags Singapore, 256 bags sold at 2½d. per lb. for slightly greyish white; 2,083 bags Penang offered: all the damaged sold at 1½d. to 2d. per lb. for 1st and 2nd class. 98 bags of Pearl, half sold at 22s. 6d. per cwt. for good small medium. 700 bags of Flour, 500 bags sold, mostly ex "Dharwar," and apparently damaged, at 1d. to 1½d. per lb.

ARTICLES OF EXPORT.

WOOLLEN GOODS.

Messrs. Thornton, Homan, and Co. report upon the Bradford market as follows:—Our market for goods suitable for the Eastern markets still remains very dull and inactive. We regret being unable to report any improvement since our last. Raw material necessary for such goods still rules very high, and prices offered to the manufacturer would be a loss to him, and as we before stated, short time of working is preferred, and is being resorted to.

The following is Messrs. Hayter and Hayter's monthly statement of the estimated exports of Woollens shipped to China and Japan from London and Liverpool:—

		Pieces Long Ells.	Pieces Camlets.	Pieces Stripes, Broad Cloths, &c.	Pieces Stuffs.	Pieces Inferior Woollens.
Shipped to this date during the present year	To Hong Kong	5,480	2,000	900	8,890	9,018
	„ Shanghai	38,800	16,880	18,036	83,560	5,590
	„ Japan	—	120	3,212	6,135	800
Total...		43,780	19,000	22,148	98,585	15,408
Shipped to same date last year	To Hong Kong	8,100	2,440	2,160	2,480	7,870
	„ Shanghai	41,900	19,220	15,763	78,920	17,009
	„ Japan	1,500	3,730	2,374	27,341	34,821
Total...		49,500	25,390	20,297	106,611	59,200
Total shipped during the year 1869	To Hong Kong	25,120	18,570	13,803	35,920	54,836
	„ Shanghai	159,010	60,050	70,253	355,193	56,180
	„ Japan	2,000	7,240	15,823	82,556	96,206
Total...		186,120	85,860	99,879	473,669	207,222
Do. do. 1868	To Hong Kong	21,460	7,190	15,989	46,000	18,581
	„ Shanghai	126,080	64,710	51,510	304,520	33,560
	„ Japan	—	8,290	3,055	73,460	33,906
Total...		146,540	80,190	70,554	423,980	86,047
Had arrived out when the last accounts left of last year's shipments...		164,200	73,570	85,169	406,789	185,577

QUOTATIONS.

	a.	d.	
HH Long Ells	30	6	per piece Scarlet
HH Spa: Stripes	2	10	„ yard „
HH „	61	0	„ piece „
SS } Camlets	58	0	„ „
HH Lastings (6 reed)	49	0	„ „
LL „ (5 reed)	43	6	„ „
HH Crape Lastings	40	0	„ „
LL Do. do.	21	0	„ „
HH China Figures	19	0	„ „
HH Crape Lustres	1	8	„ lb. Scarlet
China Blankets			

(These prices (except for blankets) include tilting and packing, and are subject to a discount of 1½ per cent. for cash.)

NEW YORK MARKET REPORT.

COFFEE.—The market for East India is still inactive, and in the absence of business previous prices are nominally maintained. The stock of Manila on the 1st March was estimated at 3,600 bags, against 6,769 bags on March 1, 1869; of Java (Government) at 1,475 bags, against 1,541 bags; of Java, 14,558 mats, against 23,808 bags; of Ceylon nil, against 7,000 bags; of Singapore 200 bags, against nil.

CAMPBOR.—China is quoted 18c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted \$2.12½; Cassia, \$1.25 gold (in bond).

GAMBER.—The current quotation is 4½c. to 4¼c. gold (duty paid); stock, very small.

HEMP.—The sale is reported of 1,000 bales Manila at 14½c. gold, 60 days credit, showing no change from the previously quoted rates. The stock of Manila on the 1st March was estimated at 19,813 bales, against 7,000 bales at the corresponding date of 1869, and 19,750 bales in 1868. The imports into the United States from the 1st January to the 28th February, 1870, were 27,546 bales, against 26,675 bales during the corresponding period of last year, and the quantity afloat on Feb. 28 was 29,056 bales, against 20,796 bales at the same date last year.

INDIGO.—Manila exhibits a slight decline, 18 cases having been sold at \$1.25 currency.

PRESERVED GINGER.—China is quoted \$8 currency (duty paid).

RHUBARB.—The quotation for China is \$1.50 to \$2.50 currency (duty paid).

RICK.—The sale has been effected of 1,500 bags Rangoon on private terms. In other descriptions of East India no business has been done. The stock of East India on the 1st March was 6,582 bags, against 8,640 bags at the corresponding date last year, and 3,842 bags in 1868.

SPICES.—Transactions to a moderate extent are reported at prices corresponding with those given in our last report.

SUGAR.—There is still an absence of business in East India; prices are nominally without alteration; a recent importation of 2,056 bags

kets, and 9,324 bags Java, has been taken for refining purposes. The stock on the 1st March was of Java 310 baskets, against 310 baskets at the corresponding date last year; of Manila 263,380 bags, against 21,543 bags; of China 75,618 bags, against 7,825 bags.

TEA.—The market presents a very quiet appearance, the demand for large parcels having almost entirely subsided. There is, however, a fair line trade, and prices for all descriptions rule firm at the range last given; the sales are 1,300 half-chests Green, per Netty Merryman, and 2,400 do., vessels not named.

TIN.—The tone of the market is unchanged; we note the sale of 50 slabs Straits at 32½c. gold; Banca is still quoted 34c.

SHIPPING.

ARRIVALS.—March 22, at New York, from Shanghai, N. B. Palmer; 21, at Philadelphia, from Colombo, Maid of Glanwern; 23, at New York, from Yokohama, Janet Ferguson.

DEPARTURES.—None.

LOADING.—At San Francisco, for Hong Kong, Golden Fleece, Shirley; at New York, for Singapore, Queen of the Seas; for Hong Kong, Formosa; for Hong Kong and Shanghai, Willy Rickmers.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Mar 31	Copernicus	Pyl	Bali, for Rotterdam	Off Bechy Head
Apr. 1	Elizabeth Jacoba	Bakker	Macassar, for Amst.	Off Falmouth
— 2	St. Bede	Hunter	Bangkok	Do.
— 2	Thomas Mitchell	—	Maulmain	Liverpool
— 1	Mr. Jacob v. Lennep	Sprekel	Batavia	Off the Start
— 2	Jason	Rusman	Do.	Brouwershaven
Mar 26	Albert Jurs	Stadtlander	Takao, for London	Gibraltar
Apr. 3	Drusus	Hansford	Bangkok	Falmouth
— 4	Frederica	Frank	Do.	Do.
— 1	County of Lanark	—	Sourab, for Amst.	Off Scilly
— 6	Ravencliffe	—	Bangkok	Liverpool
—	Waterloo	Kelly	Rangoon, for London	Off Queenstown
— 6	Jacob Hansen Love	Mathieson	Bangkok	Off Roche's Point
— 6	Dryden	—	Do.	Queenstown
— 7	Barbadian	—	Woosung	Deal

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr. 2	Northampton	Barclay	Shanghai	London
— 2	Solid	Schmidt	Cardiff & Singapore	Do.
— 1	S. D. Carlton	Talpey	Hong Kong	Liverpool
—	Nieuwe Waterweg	v. d. Valk	Batavia	Amsterdam
— 1	Sea Mew	Ratsey	Shanghai	Hamburg
—	Ferdinand and Louis	—	Java	Amsterdam
— 3	Belle Marguerite	—	Galle	Cardiff
— 6	Taunton	Hogg	Shanghai	London
— 6	Monte Rosa	Thomas	Cardiff & Yokohama	Do.
— 6	Senator Iken	Schumacher	Hong Kong	Cardiff
— 6	Malacca	—	Singapore	Liverpool

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Rollo, Pak Wan. For Yokohama and Hiogo: Lorton, Ada. For Tientsin and Newchwang: George Shotton. For Chefoo: Chingloo. For Shanghai: Dundonald, Aracan, Arabi Maid, Chusan. For Hong Kong: Lord Macaulay, Albert Victor, L'Imperatrice, Beemah, John Lidgett. For Manila: Angela. For Singapore, Hong Kong, and Shanghai (via Suez Canal): Craigforth (str.). For Penang: Lucayas. For Batavia and Sourabaya: Vincenza. For Colombo: Gauntlet, Wynand, Ocean Rover. For Colombo, &c. (via Suez Canal): Great Victoria, (str.).

At LIVERPOOL.—For Nagasaki, Hiogo and Yokohama: Oberon. For Yokohama and Hiogo: Carnarvon Castle. For Shanghai: Carricks. For Hong Kong: Japan. For Manila: Maria Fidelis, Matilde. For Singapore: Knight Templar, Sidlaw. For Batavia and Sourabaya: Peggy. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Priam (str.), Magdala, (str.). For Colombo (via Suez Canal): Chrysolite (str.), Stirling (str.), Bolivar (str.).

At GLASGOW.—For Singapore: Norham Castle. For Batavia and Sourabaya: County of Ayr.

SPOKEN.

SER (?) (ship), Foochow to London, March 27, 49 N., 9 W.
JOHN PAULINE (North German), Macao to London, Jan. 18, 29 S., 52 E.
SIR EDW. HAMILTON (?), Colombo to London, Jan. 31, off Cape of G. Hope.
PETCHLEK, Macao to London, Feb. 15, 11 S., 10 W.
HELENA and ANNA, Bangkok to Falmouth, Feb. 10, 19 S., 2 W.
KAAP HOORN, Samarang to Rotterdam, Feb. 13, 15 S., 7 W.
MARY SARAH, Bali to Rotterdam, Feb. 22, 3 S., 23 W.
GALLIE, Amsterdam to Java, March 25, 49 N., 6 W. [Hope.]
MOUNTAIN ASH (Brit. brq.), London to Japan, Dec. 2, off Cape of Good
TASMANIA (barque), Sourabaya to Amsterdam, March 5, 23 N., 40 W.
DAYLIGHT, Hong Kong to Queenstown, March 7, 24 N., 39 W.
PERCY DOUGLAS, Colombo to London, Feb. 4, 10 S., 84 E.
LAMENTINE (?), Ceylon to Bordeaux, March 3, 20 N., 40 W.
ANN BRIDSON, Sourabaya to Amsterdam, Feb. 10, 18 S., 5 W.
BALI, Batavia to Rotterdam, March 9, 23 N., 44 W.
AID, Canton to Falmouth, Jan. 20, 27 S., 10 W.
BRILLIANT, Bangkok to Falmouth, Feb. 23, 17 N., 36 W.
BELVIDERA, Colombo to London, Feb. 26, 3 N., 23 W.
MOA (Aust. ship), Java to Rotterdam, Jan. 31, 15 S., 7 W.

KENILWORTH Batavia to Rotterdam, Jan. 31, 1b S., 7 W.
 PALESTINE, Colombo to London, March 23, 45 N., 22 W.
 EUGENIE LEONIE, Cardiff to Singapore, 43 N., 18 W.
 JAVA PACKET (Dut. ship), Bat. to Rtrdm., 115 days out, 49 N., 13 W.
 QUEEN OF THE AGE, Yokohama to New York, March 1, 23 N., 63 W.
 BERTHA, Cardiff to Singapore, Feb. 5, 4 N., 24 W.
 AGIR (Norw. bq.), Liverpool to Singapore, Feb. 19, on the line, 26 W.

FREIGHTS AND CHARTERS.

Berth freights are without alteration; coal freights from the Northern outports are firm, and rates in a few instances show an advance.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meas.; per steamer, via Suez Canal, 120s. weight, 110s. meas. To Shanghai: 40s. weight, 30s. meas.; per steamer, via Suez Canal, 90s. weight, 80s. meas. To Hong Kong: 35s. weight, 30s. meas.; per steamer, via Suez Canal, 80s. weight, 70s. meas. To Batavia: 25s. weight, 30s. meas. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meas. To Singapore: 30s. weight, 25s. to 30s. meas.; per steamer via Suez Canal, 70s. weight, 60s. meas. To Ceylon: 20s. to 25s. weight, 20s. meas.; per steamer, via Suez Canal, 60s. meas. At New York to China: \$12 to \$15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hio: £36. For Yokohama: £35. For Shanghai: £36. For Hong Kong: £29. For Singapore: £24. For Galle: £24. From Newport, Cardiff, or Swansea per ton.—For Hio: £1 14s. For For Shanghai: £1 16s. For Hong Kong: £1 8s. For Singapore: £1 5s. For Galle: £1 7s.

The Admiralty have invited tenders for the conveyance of 65 tons stores to Hong Kong.

MISCELLANEOUS.

At BREIT.—Fuh Lee (str.), Gibbons, from West Hartlepool, for Shanghai.

At MALTA.—April 1, Nile (str.), Wright, from London, and left 2nd for China, &c. (via Suez Canal).

CASUALTIES.

The Messenger, Hill, which arrived at Boston on March 21, from Manila, reported that when off the Cape of Good Hope she experienced two very heavy gales, causing her to strain and leak badly; she also had several main rigging chain plates carried away.

Advices from Fayal, dated March 24, state that the Juanita, Bartols, from Sarawak to London, which put in there March 8 leaky, had discharged about 220 tons of cargo, and was about to be caulked from the copper upwards. The master intended waiting for instructions as to whether he was to have the vessel hove down, or proceed in ballast trim.

THE "MALACCA."—The screw corvette Malacca, late the property of Her Majesty's Government, is, we hear, going to Singapore, on her way to Japan. She is one of the finest corvettes ever built, having been

constructed by Government entirely of teak, even to her decks, masts, &c. She had new engines and boilers by the celebrated Humphrys, Tennant, and Co., of London, of 200-horse power, indicating 800-horse power, boilers with brass tubes, two brass fresh-water condensers, lifting-screw of brass, magazines for powder and shot, put in her in the beginning of 1866, since which time she has done little or no work. She is pierced for seventeen guns, to be carried on her upper deck, and which will give some idea of the strength of the vessel. She will steam nine knots, and sail and steam ten and a half. Her screw can be lifted out of the water at sea in three minutes, when she is of course a perfect sailing ship. She is the first vessel sold by Government under the new Act of Parliament, consequently, save and except her armament, she is just the same as when in commission—all her fittings of every kind as she was in Her Majesty's service. The vessel herself is a splendid model; all her man-of-war fittings, powder-magazines, shot-rooms, &c., are, we understand, exactly as they were, so that she is well adapted for any Government for a first-class man-of-war, and her shallow draft of water, say thirteen feet when light, adapts her to almost any bar harbour. Captain John Kier, well known in the China Seas, is in command of her, and we have no doubt when she arrives she will be well worth an inspection. She left the Mersey on the 5th inst., with a cargo of fine goods, and is expected to reach Singapore in sixty-five days.

LAUNCH OF THE P. AND O. COMPANY'S STEAMER "AUSTRALIA."—On the 5th inst. there was launched from the building-yard of Messrs. Caird and Co., Greenock, a beautifully-modelled spar deck steam-vessel, which was named Australia by Mrs. Methven, wife of her future commander. The Australia belongs to the Peninsular and Oriental Steam Navigation Company, and is of the following dimensions, viz.:—Length of keel, or sorerake, 370 feet (over all 401 feet); breadth of beam, 44 feet; depth of hold, 36 feet; of tonnage (builders' measurement), 3,538 tons. She will be propelled by engines constructed by Messrs. Caird and Co. on the most improved principles, and of 600-horse power nominal. Besides provision for a large number of first and second-class passengers, the Australia will carry 1,800 tons of cargo and 1,000 tons of coal, while it can be arranged whereby 2,500 tons of cargo can be stowed by reducing the passenger accommodation. We understand that Messrs. Caird Co. have other two vessels of similar dimensions in course of construction for the P. and O. Company. Immediately after the Australia left the "ways," workmen commenced operations for laying another keel in the vacant space. The Australia, we believe, is the largest steamer ever launched at Greenock. After the launch the vessel ran on the bank, but was floated during the night without damage.

The new clipper barque Zohrab, Captain G. R. Stevens, owned by Messrs. Holme, Ringer, and Co., of Nagasaki, 411 tons register, built in Sunderland, has been fitted with the patent slide propellers, by Messrs. Hall, Russell and Co., of Aberdeen, driven by an engine of 18-horse power, capable of propelling the ship at a speed of three knots per hour in calms. The vessel has sailed for Nagasaki and Chefoo with a full general cargo.

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Marine Risks are accepted by the above Society on goods by first class vessels from the United Kingdom to India, China, Japan, Melbourne, and Sydney, at the current rates of premium.
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Tell Him I Love Him yet. The Northern Star.
Long, long ago. O Fair Dove, O Fond Dove.
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No. 1. Rain Drops Patter. No. 5. The Burial of the
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No. 3. The Snow Man. No. 6. Above the Spire.
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"His 'Songs for Children' are charmingly simple and fresh, and have made him a name in many a 'happy home.'—Vide the *Globe*.—Free by post 19 stamps each.

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I Really am so Sleepy.
Put It down to Me.
Bobbie! Bobbie!
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"These songs may be sung in any drawing-room. Post free for 19 stamps each."

"Mr. Alfred Scott Gatty is getting quite a reputation for his comic songs, and deservedly so. They possess far more real humour than the popular songs of the music halls, and we need hardly say are far above them in every respect. Mr. Gatty's words are funny without being vulgar, and there is not one of his songs but what has a hearty and legitimate laugh in it. 'I Really am so Sleepy' is a very simple melody, set to clever racy words, and will sure to be a favourite amongst those who enjoy an honest comic ballad."—Vide *Illustrated Midland News*, Jan. 8.

London: Published only by ROBERT COCKS and Co., New Burlington-street.

"THE CHINA MAIL,"

No. 2, WYNDHAM-STREET, HONG KONG.

NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co." was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT

NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

THE OVERLAND CHINA MAIL.—Compiled from the *Daily China Mail*, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai, Hong Kong, Canton, and Macao, and a complete Commercial Summary.

Subscription, 12 dols. per annum, payable to any of the undermentioned agents. Postage added. Terms of advertising:—Same as in *Daily China Mail*.

AGENTS.—London: F. Algar, 11, Clement's-lane, Lombard-street, E.C. San Francisco: White and Bauer, 518, Clay-street, San Francisco. Swatow: Drown and Co. Amoy: Giles and Co. Foochow: Thompson and Co. Shanghai: H. Fogg and Co. Manila: Karuth, Heinzen, and Co. Australia: Gordon and Gotch, Melbourne and Sydney. Singapore: Locke, Honghee, and Co. Batavia: H. Van Dorp.

THE STRAITS TIMES.—Daily, weekly, and fortnightly editions; published in Singapore, for circulation throughout the STRAITS SETTLEMENTS, JAVA, BORNEO, SIAM, FRENCH COCHIN CHINA, CHINA, and JAPAN.

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WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topes and Canvas Shoes, &c., &c.

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Drawing and Reading-room free to Passengers.
The London and China Express on SALE.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any order for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts two of which has been gained in this country, may ensure the confidence of customers.
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THE GROSS FRAUDS which continue to be practised by obscure manufacturers more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

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JOHN GOSNELL and Co.'s Toilet Vinegar. Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

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JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodermic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

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Liebig Company's Extract of Meat.

AMSTERDAM EXHIBITION, 1869
FIRST PRIZE, being above the Gold Medal. Supplied to the British, French, Prussian, Russian, Italian, Dutch and other Governments. One pint of fine flavoured Beef-tea at 2d. Most convenient and economic "stock."

CAUTION.—Only sort warranted genuine by the Inventor, Baron Liebig, whose signature is on every genuine Jar.

Ask for LIEBIG COMPANY'S EXTRACT, and not for Liebig's Extract of Meat.

MORRIS AND CO.,
COMMISSION AGENTS, AUCTIONEERS
AND NEWS AGENTS.

SPECIAL AGENTS FOR THE

LONDON AND CHINA EXPRESS.
HONG KONG.

THE CHINA & JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
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LUNGS, LIVER, AND KIDNEYS.—A large number of internal maladies arise from obstructions, over the removal of which these celebrated Pills exercise the most perfect control. A course of them is strongly recommended as a remedy for almost all chronic affections, as liver complaint, congestion of the lungs, torpidity of the liver, and other functional disorders, which cause much present suffering, and, if neglected lay the foundation for incurable diseases. Holloway's Pills are especially adapted for the young and delicate; their gentle and purifying action places them above all other medicines. In indigestion, nervous affections, gout, and rheumatism, these pills have raised for themselves a universal fame. They expel all impurities from the blood, and restore cheerfulness and vigour.

A.D. 1870.

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Head Office: **KIACHTA, ORIENTAL SIBERIA.**

C. MITCHELL GRANT, *Proprietor.*
WILLIAM HAGEMANN, *Secretary.*

LONDON AGENCY,

" LONDON AND CHINA TELEGRAPH " OFFICE, 2, COWPER'S COURT, CORNHILL.

REDUCED TO TEN AND A-HALF DAYS.

I have the pleasure to announce that I have succeeded in reducing the Contract time for this year by TWELVE HOURS.

Telegrams from Kiachta to Tientsin, and *vice versa*, will be delivered in TEN DAYS AND A-HALF.

I have made an engagement to pay a Tael for every hour a courier arrives in advance of the time, and I think that many Despatches will be transmitted in Ten Days.

I take this occasion to thank the Gentlemen who subscribed their names to establish GRANT'S TRANS-MONGOLIAN TELEGRAPH SERVICE. Having now repaid the whole of the Capital advanced to me, I have reduced the charges on Telegrams, to prove that I am not unmindful of the confidence they showed me.

C. MITCHELL GRANT.

KIACHTA, January 10, 1870.

GRANT'S TRANS-MONGOLIAN TELEGRAMS. 1870.

CHINA CIRCULAR.

THE success which has attended the European Commercial Telegram Circular which I have issued for the last two years in China and Japan induces me to think that a China Circular will be approved of in Europe. I have made arrangements to receive Prices, &c., as per annexed form, from Shanghai by the first steamer to Tientsin in February till the freezing of the river Peiho, in the beginning of December; but in order that Subscribers may not be inconvenienced by the stoppage of the Circular, I purpose making arrangements to have it transmitted via Galle during the winter months. From four to six Circulars per month will be issued, or from forty-five to fifty Circulars during the Season.

The time occupied in the transmission from Shanghai to London will probably average SEVENTEEN DAYS.

As to the reliability of the information I furnish, I need only mention that the majority of my Subscribers in China are members of the Chamber of Commerce, and the subscriptions are double the undermentioned charges.

CHARGES.

For 10 Circulars, commencing at any time of the Season £3 3 0

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The Circular will be printed in London, and posted a few hours after the delivery of private telegrams.

C. MITCHELL GRANT.

KIACHTA, January 17, 1870.

London Agency—**LONDON & CHINA TELEGRAPH OFFICE,**
2, COWPER'S-COURT, CORNHILL.

PORT OF AMOY.

**SHIPOWNERS, AGENTS, and COM-
MANDERS** are informed that the Dock Com-
pany's establishments at the above port afford every
facility, at moderate charges, for REPAIRING an
SPARRING VESSELS, cleaning and painting iron
ships and steamers.

Their large Granite Dock has 286 feet length on the
blocks, and at average spring tides can receive vessels
of 16 to 17 feet draught. It has a caisson-gate and a
powerful centrifugal steam pump, and an engineer's
workshop fitted with lathes and tools, driven by steam;
iron and brass foundries, boiler-makers' shop, a large
smithy and carpenters and boat-builders' sheds,
superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive
spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in
stock.

Quarters for officers and a DRY GODOWN for
stores of vessels under repair.

SINGAPORE DOCKS.

**THE PATENT SLIP AND DOCK
COMPANY** execute SHIPS' REPAIRS of all
descriptions in the most efficient manner, under the
superintendence of European Engineers and Shipwrights.

The DRY DOCK (opened in March, 1859) admits two
vessels at the same time, being over 400 feet in length,
with a depth of water ran, 12 to 15½ feet. A second
DRY DOCK of larger dimensions will shortly be com-
pleted, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF
WAREHOUSE, and other accommodation, including
every convenience for coaling Steamers, discharging
cargo, and storing goods, together with ample MA-
CHINERY and appliances for repairing iron steamers,
&c.

Apply at the offices of Messrs. PATTERSON, SIMON
and Co., Singapore; or 21, St. Swithin's-lane, Cannon
street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, June, 1868.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the
following dimensions, viz., Length, 300 feet,
breadth at bottom, 40, is capable of receiving vessels
drawing 13 to 16 feet, as the state of the tides will
allow. The Dock runs dry to the blocks, and is pumped
out by steam.

The above premises comprise a large Machine Shop
containing a

WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING and SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.
Large Godowns are on the premises for STOWAGE
OF CARGO, &c., &c. A large stock of Woods, Metal,
&c., &c., always on hand.

The Dock steam tug *Woocong* is available at all times
to tow vessels to or from sea.
JOHN C. SKEY, Superintendent.



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THE PENINSULAR AND
ORIENTAL STEAM NAVIGATION
COMPANY** Passengers and re-
ceive Cargo and Parcels by their
steamers for—

	From Southamp- ton.	From Marseilles.
GIBRALTAR ...	Every Saturday, at 2 P.M.	—
MALTA	" "	—
ALEXANDRIA ..	" "	Every Sunday, at 7 A.M.
ADEN	" "	" "
*BOMBAY	" "	" "
GALLE	" "	" "
MADRAS	" "	" "
CALCUTTA	" "	" "
PENANG	Saturday, April 2, 2 P.M.	Sunday, April 3, 10, 7 A.M.
SINGAPORE	And every alter- nate Saturday thereafter.	And every alter- nate Sunday thereafter.
CHINA	" "	" "
JAPAN	" "	" "
AUSTRALIA	Saturday, April 16, 2 P.M.	Sunday, April 17, 24, 7 A.M.
NW. ZEALAND ..	And every fourth Saturday there- after.	And every fourth Sunday there- after.

And all ports touched at by the British India Steam
Navigation Company's steamers.

* The following reduced rates will be charged to
Bombay:—
From Southampton... £73 first class; £45 second class.
From Marseilles... 70
exclusive of transit through Egypt. A corresponding
reduction will be made in the rates from Bombay to
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For further particulars apply at the Company's Of-
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Southampton.



STEAM TO BOMBAY, via
Suez Canal. The fast and power-
ful screw steamer ALABAMA, 1,432
tons register, 250-horse power nomi-
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is now loading in the Millwall Docks,
and will receive goods until 5th April, and be de-
spatched immediately thereafter.

For Freight or Passage, apply to E. T. GOURLEY, 1,
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AND CHINA, VIA PANAMA.

**THE PACIFIC MAIL
STEAM SHIP COMPANY**
despatch their splendid side-wheel
steamers from NEW YORK on the
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on the 13th and 29th of every month
for SAN FRANCISCO (calling at ACAPULCO and
MANZANILLA en route), thence to YOKOHAMA,
HIOGO, NAGASAKI, SHANGHAI, and HONG
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England may connect with this line at New York by
any of the various lines of steamers from Liverpool,
Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the
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BIA.**—The steamers of the North Pacific Transpor-
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for those countries.

H. STARR and Co., Agents, 22, Moorgate-street,
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THROUGH LINE FROM NEW YORK TO SAN
FRANCISCO.

San Francisco, in 18 days from England.
Japan in 38 " "
China in 44 " "

Passengers for California and intermediate points on
this road may now be booked through from England at
the established rates of fare; and from San Francisco
to Japan, China, &c., by the magnificent steamers of
the Pacific Mail Company.

For Rates, Tickets, &c., apply to H. STARR and Co.,
Agents, 22, Moorgate-street, London.



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MARSEILLES.—SERVICES
MARITIMES DES MESSAGERIES
IMPERIALES OF FRANCE.**

**FRENCH MAIL STEAM PACKETS LEAVE MAR-
SEILLES AS FOLLOWS:—
SUEZ CANAL.**

Date	For
17 April	Port Said, Ismailia, Suez, Aden
15 May	Mauritius, Reunion, Point de
12 June	Galle (Ceylon), Pondicherry, Ma-
10 July	dras, Calcutta, Singapore, Ba-
24 July	tavia, Saigon, Hong Kong, Shanghai, and Japan.

9th, 19th, and 29th of every month for Alexandria.
For Passage, Freight, and information, apply to B. W.
and H. HORNE, 4, Moorgate-street, London; G. H.
FLETCHER and Co., Liverpool; at the offices of the Ser-
vices Maritimes des Messageries Imperiales in Paris,
Lyons, Bordeaux, and Marseilles; or to Smith and Co.,
Rotterdam.

* Passengers eastward of Suez securing their berths
in London are entitled to the conveyance of their lug-
gage free to Marseilles.



**ROYAL MAIL
ROUTE, via PANAMA,
FOR NORTH and SOUTH PACI-
FIC, Central America, Japan, and
China.—The ROYAL MAIL
STEAM PACKET COM-
PANY'S ATLANTIC STEAMERS** now run through
from Southampton to Colon (Aspinwall), by which
arrangement passengers for the above localities will be
conveyed to the Isthmus of Panama in the vessel in
which they embark at Southampton.

Passengers and goods are booked
For the South Pacific, Cen- By steamer from South-
tral America, West Coast ampton on 2nd and 17th
of Mexico, California, of each month.
British Columbia, Japan, and China, 17th of each month.
For further particulars apply to
J. M. LLOYD, Secretary.
Royal Mail Steam Packet Company, 55,
Moorgate-street London, E.C.

**NEW ROUTE TO CHINA AND JAPAN, VIA
LIVERPOOL.**

**THE WEST INDIA AND
PACIFIC STEAM SHIP COM-
PANY** (limited) sign through bills of
lading for goods to Yokohama, Naga-
saki, Hong Kong, and Shanghai, via San Francisco,
by the Pacific Mail Steam Ship Company's new line of mail
steamers from that port.

Passengers will find excellent accommodation, and
the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE,
Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris;
or at the Company's Offices, 117, Leadenhall-street,
London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

CHINA, AND JAPAN.
ROBERTSON and CO.
first-class clipper VESSELS:—



Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Yokohama.	Chieftain	—	WID	May 10.
Hio-go and	(s.s.), via	—	—	—
Nagasaki.	Suez Canal	—	—	—
Shanghai.	Aracan	A1 14 yr.	SWID	April 17.
Hong Kong.	Her Majesty	A1 14 yr.	SWID	With des.
Chefoo.	Reemah	A1 11 yr.	SWID	April 20.
Tientsin and	Chingtoo (n.)	A1 13 yr.	SWID	With des.
Newchwang.	Geo. Shotton	A1 14 yr.	SWID	With des.
Yokohama &	Hio-go	A.A1	SWID	April 23.
Yokohama &	Vigil	A.A1	SWID	April 23.
Hio-go	Ada	A1 13 yr.	SWID	To follow

For Freight and Passage apply at 5, Newman's-
court, Cornhill, London; or York Chambers, 55, King-
street, Manchester.



CHINA and JAPAN.—

The following splendid first-
class SHIPS will be despatched as
under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Araby Maid	AA1	E.I.D.	April 20
Do. ...	Omha	A1 16 yr.	E.I.D.	To follow
Hong Kong	Kate Carnie	A1 13 yr.	E.I.D.	With des.
Yokohama,				
Kanagawa, Rollo		A1 13 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN,
and Co., 10, George-yard, Lombard-street, E.C.



Will be despatched 14th April.

DIRECT FOR COLOMBO,
the magnificent clipper ship OCEAN
ROVER, A1 16 years, 518 tons register;
W. HAMMOND, Commander: West India
Docks. This splendid vessel, built in 1867, is well
known for her rapid passages and the good order in
which she always delivers her cargo, and from her high
class can be strongly recommended to shippers of fine
goods.

For Freight or Passage apply to LIVINGSTON, HOL-
ING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-
street, E.C.; or to JOHN C. CAMPBELL, 22, Great St.
Helen's, Bishopsgate-street, E.C.



To sail April 15.

FOR HONG KONG, the splendid
Clipper Ship ALBERT VICTOR, A1 13
years (built by Messrs Robert Steele and
Co., Greenock), 855 tons register; DAVID
MUIR, Commander; East India Docks.
For Freight or Passage, apply to SHAW, MAXTON, and
Co., 2, Royal Exchange-buildings, London, E.C.



Regular Line of Packet Ship.

FOR HONG KONG, the splendid
clipper ship, JOHN LIDGETT, A1
17 years, 770 tons register; G. POLSON,
Commander; East India Docks.
For Freight or Passage, apply to SHAW, MAXTON, and
Co., 2, Royal Exchange-buildings, London, E.C.



To sail on the 26th April.

FOR SHANGHAI, the splendid
Composite Clipper, CHUSAN, A1 14
years, 817 tons register; JOHN W. ROY,
Commander; East India Docks. Has ex-
cellent accommodation for passengers.
For Freight or Passage apply to SHAW, MAXTON,
and Co., 2, Royal Exchange-buildings, London, E.C.



To follow the "Chusan."

FOR SHANGHAI, the splendid
Clipper Ship BROCKHAM, AAL, 1,048
tons register; WILLIAM RICHARDSON,
Commander; East India Docks. Has ex-
cellent accommodation for passengers.
For Freight or Passage apply to SHAW, MAXTON,
and Co., 2, Royal Exchange-buildings, London, E.C.



With Immediate Dispatch.

FOR HONG KONG Direct, the
magnificent Clipper Ship, LIMPRA-
TRICE, AAL, 671 tons register; JOHN
FORBES, Commander; loading in the East
India Docks. This splendid vessel, built last year es-
pecially for the China trade, has just arrived after her
first voyage, delivering her cargo in excellent condition.
For Freight or Passage apply to HENRY ELLIS and
Sons, 17, Gracechurch-street, E.C.; or to NORRIS and
JOYNER, 60, Cornhill, E.C.

THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this
JOURNAL commenced on the 10th of January,
1870. The Subscription for three numbers per month
is 30s. per annum, including Postage, and to the Ex-
port Supplement 12s. extra. Terms for advertising,
2s. 6d. per five lines, and 6d. for each additional line.

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and Amsterdam	Mr. ONCKEN.
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OFFICE 2, COWPER'S-COURT, CORNHILL, E.C.,
(Over the JERUSALEM.)

BRITISH INDIAN SUBMARINE TELEGRAPH COMPANY (LIMITED).

OPENING OF THE NEW SUBMARINE ROUTE BETWEEN GREAT BRITAIN AND INDIA.

The Cable between Suez and Bombay having been successfully laid, the new submarine line is now open for traffic, and messages for India will be received at all the Postal Telegraph Offices in Great Britain and Ireland.

Until the opening of the Falmouth and Malta line, telegrams from the United Kingdom will be sent by the Anglo-Mediterranean Company's line from Turin to Egypt, and thence by the British Indian cable to Aden and Bombay. Both Companies' lines are worked throughout by English clerks.

To insure the transmission of messages by this route, it is necessary that the sender should insert the words "Via Malta" in the text of the despatch, immediately after the address of the receiver.

(By order)

JOHN T. BURT, Secretary.

No. 80, Palmerston-buildings, London, E.C.

26th March, 1870.

TANJONG PAGAR DOCK COMPANY (LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

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Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

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E. M. SMITH, Manager.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital 5,000,000 doles Paid up, 3,000,00 doles.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane
BANKERS.—London and County Bank.

BRANCHES AND AGENCIES:
Hong Kong Hankow Singapore
Shanghai Japan (Yokohama) Bombay
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WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Moss, Export, and Furnishing Others promptly
executed.

All articles marked in plain figure
OXFORD STREET, W.
MANUFACTORY and SHOW ROOMS.—Broad Street,
Birmingham.
Established 1807.

NOTICE.

THE interest and responsibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.

Mr. F. LANCKEN and Mr. C. W. SIEGFRIED have been authorised to sign our Firm per procuration.
WM. PUSTAU and CO.

China, 1st January, 1870.

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